

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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REMOVAL OF OFFICES.

The Offices of the LONDON AND CHINA EXPRESS, LONDON AND CHINA TELEGRAPH, and CHINA AND JAPAN AGENCY have been removed to

79, GRACECHURCH-STREET, LONDON, E.C.

Correspondents and Newspaper Publishers will please alter addresses accordingly, to avoid delay in delivery.

Latest Advices.

PORTS.	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received May 27.
JAPAN—Yokohama	Feb. 19	April 7	April 13
Yedo	—	—	" 10
Osaka and Hiogo	—	—	" 13
Hakodadi	—	—	" 4
Nagasaki	—	—	" 7
CHINA—Peking	—	—	Mar. 30
Tien-tsin	—	—	April 11
Chefoo	—	—	" 9
New-chwang	—	—	" 12
Hankow	—	—	" 16
Kia-kiang	—	—	" 14
Chin-kiang	—	—	" 18
Shanghai	" 26	" 14	" 13
Ningpo	" 26	" 14	" 19
Poochow	—	—	" 20
Formosa	—	—	" 23
Amoy	—	—	" 20
Swatow	—	—	" 23
Hong Kong	Mar. 5	" 16	" 20
Canton	—	—	" 21
Macao	—	—	" 15
PHILIPPINES—	Feb. 26	" 7	" 26
Manila	—	—	" 24
COCHIN-CHINA	Mar. 12	" 17	" 25
Saligon	—	—	" 26
SIAM—Bangkok	—	—	" 16
BORNEO	—	—	" 14
Labuan	—	—	" 25
Sarawak	—	—	" 24
JAVA—Batavia	" 19	" 23	" 21
Samarang	—	—	" 29
Sourabaya	—	—	" 24
MALACCA STRAITS—	" 26	" 26	" 24
Singapore	" 19	" 17	" 24
Penang	—	—	" 24
Ceylon—	April 9	May 3	May 5
Galle	" 9	" 4	" 4
Colombo	—	—	" 4

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, via Marseilles, on the 27th inst., being four days early. The next inward (P. and O.) mail, with advices Yokohama 18th, Shanghai 18th, Hong Kong 24th April, Singapore 2nd May (being only two days later news, owing to the change of monsoon), which is due, via Brindisi, on Monday next, the 7th proximo, left Galle on the 12th inst., one day early.

List of Passengers.**PASSENGERS INWARD.**

By this mail to Marseilles, per Messageries Maritimes steamer *Peiko*, arrived May 26.—From Yokohama: Messrs. Balfour, Haurie, Brunach, Moulins. From Shanghai: Mr. and Mrs. Wade and five children, Mr. and Mrs. Rose, Messrs. Stock, Simmons, Newbury, Saligmann. From Hong Kong: M. Le Vicomte De Ceral and family, Messrs. Tucker, Cook, Stollerfoht, Mr. and Mrs. Beyer. From Saigon: M. Dumesnil, Mme. Maury, Mme. Paulac. From Manila: Mlle. De Yuchauti, M. and Mme. Enriquez, M. Melliza, M. Viadomonti, M. Silice. From Batavia: Messrs. Anemaet, Eager, Van Hulstyn, Van Son, Allard, Mr. and Mrs. Fitz Verploegh, Mr. and Mrs. Van Byk, Mr. and Mrs. Ubbens, Mrs. Pietermaat, General and Mrs. Whitton. From Singapore: Colonel Fielding, Messrs. Bollen, Campbell, Mayer, Jessen De Abailes, Mr. and Mrs. Pickering, Mrs. De Escalada. From Galle: Messrs. Gray, Dow, Wiggins, Brown, Hector, Walter, Mr. and Mrs. Tyndall. For steamer *Patroclus* (Holt's line), expected 5th June.—From Shanghai: Mr. Johnstone, Mr. Williams, Captain Kidley, Mrs. Knott, Mrs. Behneck, Mrs. Burose. From Hong Kong: Lieut. Brown, 80th Regiment, and thirty-five soldiers. From Singapore: The Rev. W. and Mrs. Dale, Mr. McGorty.

PASSENGERS OUTWARD.

Per P. and O. steamer *Decca*, from Southampton, May 20.—To Ceylon: Mr. F. Saunders, Mr. R. McGill. To Singapore: Mr. A. C. Gaye. To Hong Kong: Mr. C. S. Sherwood, Mr. McNab, two officers, fifty-two seamen, two pensioners. To Shanghai: Mr. J. Krueger. To Yokohama: Mr. Baba. Per P. and O. steamer *Hyaspa*, from Southampton, June 3.—To Ceylon: Mr. A. Carmichael, Mr. W. G. Inglis. To Hong Kong: Mr. J. Campbell, Mr. D. D. Murray, Mr. J. Wood. To Yokohama: Mrs. Rickerby and child.

Per French steamer *Inaudibly*, from Marseilles, June 6.—To Galle: Mr. T. Plate, Sir M. C. Swamy. To Shanghai: Mr. and Mrs. Monilleaux de Vernieres, Misses Horvitz, Peter Orme. To Yokohama: Mr. Meier.

Per steamer *Priam* (Holt's line), from Liverpool, May 25.—To Hong Kong: Mrs. Williams and family, Mr. Booth.

Summary of News from the Far East.**CHINA.****TIENTSIN.**

The correspondent of the *North China Herald* writes as follows from this port:—

Everything here is quiet in regard to political affairs. The Customs troubles are at an end; and business goes on in the former unruffled manner. The permanent Customs Taoutai, whoever he may be, has not yet made his appearance. As to Sun-sze-ta himself, he continues, as before, to fill the post of acting Customs Taoutai. There is a rumour, however, that the Central Government have appointed in his stead an official named Jin, who was formerly Prefect here, *vice* Le Chau-tang, who was appointed last November, but who has been compelled, it is said, to resign on account of ill-health. Jin is said to be at present at Paoting. We are enjoying fine weather. On the 5th April swallows were seen here for the first time this year, which event tells of warm weather; yet next morning we had one-tenth of an inch of ice, the production of the previous night.

Amongst the foreign residents, the chief topic of conversation is the murder of Mr. Margary in Yunnan. As you will, however, be better informed on that matter than we can be here, it is unnecessary for me to say anything further on the subject, beyond expressing the general regret felt at the sad event, and the sincere hope that all concerned in the murder will be punished. I am told that H.M.'s Minister has taken the necessary steps for a strict investigation into the affair, and I have no doubt he will insist upon the Central Government doing full justice in the matter, by punishing all concerned in Mr. Margary's death.

For some few days back it has been the talk of the people here that the Governor-General has been moving the troops of the Southern Legion in this neighbourhood. During the last three days knots of men have been seen crossing over the ferry at the south part of the Settlement, either dressed in long red cotton gowns, or in short red jackets—who, I was told, were the men of the Southern Legion stationed at the Arsenal, which lies a couple of miles off, on the east side of the river opposite the Settlement. The men in long red gowns, I fancy, are sergeants, and those in short red jackets are rank and file. A great many of the men of the Southern Legion have also been seen going down the river in boats, or marching down the Taku roads; and are said to be proceeding to the fort called Sin-chung, lying above Taku. From the brilliant colour of their gowns and jackets it is evident they are quite new; it is, therefore, to be hoped that red shirtings have, this spring, been yielding a handsome profit in the Tientsin market.

The training of the ponies for our spring race meeting goes on regularly every morning at the new racecourse—a stretch of ground situated outside the ramparts, two miles south of the British settlement, which has been rented for one year from the owners in the adjoining village. Messrs. Bismark, Cordes, Jackson, Twinem, and Meadows were elected, at a meeting of the sporting members of the community, as stewards for the

current year. Thus everything, as far as we can see, is going on favourably for a successful meeting in the early part of May.

No notice has yet been given to the Consulates of the demise of the late Empress, the wife of the Emperor Tung-che, and visits can, as in ordinary times, be made to the territorial and Customs officials by the Consuls of the port.

SHANGHAI.

The present mail brings advices from this port to the 16th April; the French mail from London, Feb. 26, was received on the 14th April. The following summary of news is from the *North China Herald* :—

Mr. Medhurst has received a despatch from Mr. Wade, confirming the news of Mr. Margary's death, and stating that passports have been obtained to enable two English officers, accompanied by a Chinese official, to proceed to Yunnan to investigate the affair. Prince Kung has given a positive assurance that no one accused of participation in the outrage shall be sentenced until the officers sent by Mr. Wade shall have had an opportunity of hearing the evidence against them. This at least ensures that a strict inquiry will be made on the spot, by persons interested in arriving at, instead of disguising, the truth. We presume that the two officials in question will be members of the Consular or Diplomatic Service. The attack is stated to have happened near Momein, in the Chinese jurisdiction of Teng-yueh-chow. Teng-yueh-chow, or rather Teng-yueh-ting, is a town duly registered in the "Tsin-shen," or Chinese Civil List, as a residence of a "Ting" magistrate, under the Prefecture of Yung-chang-foo, in the province of Yunnan.

The S.S.N. steamer *Chihli*, which left Shanghai on the 7th April for Tientsin, when about 120 miles north of Shaweishan, and close to the scene of the recent disastrous collision between the steamers *Ocean* and *Fusing*, came across a mass of wreckage, evidently the remains and part of the cargo of the last-named vessel. Captain Paterson lowered his boats, searched the spot, and was successful in finding Captain Andrews's desk floating, and containing a barometer, sextant, and some books and other property; twenty logs of timber and two boat's breakers were also salvaged. The *Chihli* saw no bodies. As accounting for this wreckage remaining so long close to the spot where the collision happened, it is said there is very little current or tidal way thereabouts. The *Nansing*, which had been sent out with a number of coffins, in the hope of recovering some of the bodies, has returned from her cruise, having been unsuccessful, although every part of the locality was well traversed, and look-outs were kept at the mast-head and deck, from daylight to dark, for two days.

A Naval Court of Inquiry was held on the 12th April, at the British Consulate, under the presidency of Captain Buller, of H.M.'s ship *Modeste*, to investigate the circumstances attending the collision. The finding was to the effect that the instructions of the Board of Trade as to speed, &c., had been complied with by the master of the *Ocean*; though, considering the locality and thick fog that prevailed at the time, the Court were of opinion that the speed of the *Ocean* might have been still more moderated. The efforts of the master, officers, and crew of the *Ocean* to save the drowning crew and passengers of the *Fusing*, and their care of the survivors, merited praise, and the certificates of the master and officers were returned to them. The non-entry of the occurrence in the official log was censured, and will, together with the slovenly manner in which the engineers' and ship's logs were kept, be brought pointedly to the notice of the Board of Trade. The voluminous evidence and the finding of the Court is to be transcribed and translated for the satisfaction of the Chinese authorities, who took the greatest interest in the proceedings, the Court being numerously attended during the investigation by native officials of various grades. We are credibly informed that one reason why the Chinese authorities took such interest in the proceedings before the recent Naval Court was that the wives of two of the rice-merchants drowned on board the *Fusing* committed suicide on the receipt of the news of their husbands' deaths. They were resident at Soochow.

The annual meeting of the North-China branch of the Royal Asiatic Society was held on the 12th April. The reports of the outgoing Council, of the Librarian, and of the Curator were read, showing that much useful work had been accomplished during the past year. The following officers were then elected to serve for the present year :—President, Mr. Medhurst; Vice-Presidents, Messrs. Wylie and Seward; Hon. Secretary, Mr. T. G. Smith; Librarian, Mr. Cordier; Curator, Mr. Pryer; Treasurer, Mr. Reding. Messrs. Kingsmill, Little, Johnson, Taintor, Rev. J. Thomas and Dr. Macgowan, members of Council. Mr. Wylie then read a continuation of the notes of the Archimandrite Palladius, with reference to the travels of Marco Polo. The present portion was mainly occupied with the districts lying north-west and west of the capital. The palace of the Yuen dynasty at Shang-du, the city of Cambalu and the palace there, the paper money of the Yuens, and the religion of the Empire, with many more topics of interest, formed the basis of the paper. Its reading was unfortunately rather prolonged, so that little time was left for discussion, or for the reading of the second paper of the evening, by Mr. Kingsmill. Mr. Kingsmill identified the Yueti with the Ephthal-

ites of the later Greek writers, and the Kiangs with the Kuru tribes of Indian tradition. The latter enabled him to offer a reasonable explanation of the myth of the Emperor Shen-ming, which he felt disposed to assign to the early part of the Han dynasty, when intercourse with India was constant.

We learn from the Minutes of the French Council meeting of the 31st March that terms of arbitration about the Yang-king-pang encroachment have been at last definitely agreed on. The English Council are not conscious of having made any encroachment, but are willing that the question whether they have done so should be included among the points to be submitted to the arbitrators. These points are, then, to be as follows :—

1. Is the Yang-king-pang bund between the Rue Discry and the Rue Touranne, in its present position, an obstruction to the navigation of the Creek?

2. Does it really prejudice the interests of property owners along the line of the Creek?

3. Have the (English) Municipal Council made encroachments on the North Bank of the Yang-king-pang? If so, are these encroachments an obstruction to the navigation of the Creek? and do they really prejudice the interests of property owners?

The English Council suggested the 5th April for submitting the question to the arbitrators, but the French Council protest that the excess of office work incidental to the close of the year prevents them from agreeing to that date. The Consul-General has suggested certain modifications (which are not related) in the electoral proceedings. The Council think changes should not be made on the eve of the election, and cannot give an opinion on the merits of those proposed without further consideration.

We hear of a serious row between some opium-smugglers and *li-kin* tax collectors in the city. Three of the former undertook to convey nine balls of opium into the city, evading the *li-kin* collectors. They were armed with stout bludgeons and an iron bar, and when, about noon, they were confronted by the *li-kin* men, a determined fight ensued. The smugglers, who were reinforced by two others of their number, had at first the best of the fight, some of the *li-kin* men getting a severe thrashing and, in two cases we are told, broken limbs. Later on, however, some thirty more of the *li-kin* collectors having turned out, the smugglers were overpowered, their opium seized, and themselves lodged in prison, where they await inquiry and punishment.

The subscriptions for the races this spring meeting amount, we hear, to upwards of Tls. 3,000 :—This sum, we believe, compares favourably with the amount subscribed last year for the comparative event. The entries for the various races have been closed, with the following result. First day: Chu-ka-za Cup, 13; the Criterion Stakes, 17; Griffins's Plate, 42; the Jockey Cup, 15; the Visitors' Cup, 20; the German Cup, 20; the Members' Plate, 13. Second day: The Shanghai Cup, 14; the Shanghai Derby, 33; the Merchants' Cup, 26; the Engineers' Challenge Cup, 19; the Race Club Cup, 19; the Tsatlee Cup, 22; the Hurdle Race, 6. Third day: The Great Northern Handicap, 17; the Taoutai's Cup, 19; the Ladies' Purse, 24; the Brokers' Cup, 19; the Consolation Cup, 45; the Champion Sweepstakes, —; the Steeplechase Cup, 14. Numbers like these should bring some good fields to the starting-post; and, judging from the animated scene presented in the neighbourhood of the Grand Stand during the morning paws, considerable interest centres in the forthcoming meeting, which promises, under the favour of fine weather, to be a very good one.

The sixth half-yearly meeting of shareholders in the North-China Insurance Company (1872-4) has been held. The accounts showed a profit on the half-year of Tls. 141,844. This is the last ordinary meeting of the company of 1872-4, and the directors were empowered to wind up its affairs. A special meeting will be called shortly to pass final accounts. The new company (1875-7) has been started, and is working satisfactorily.

The annual meeting of the trustees and subscribers to the Chinese Hospital has been held. The accounts show that the new building is clear of debt, and there were Tls. 509 at credit of general account at the close of the year. The report showed that the hospital is more and more resorted to, and by better classes of Chinese. The question of inducing the Chinese to support the institution was much discussed.

The Customs officer on duty at Ningpo, on the arrival of the steamer *Hupeh* there, on the 5th April, in the course of his duty, in examining the baggage of the Chinese passengers, found two baskets containing about \$3,000 worth of native jewellery. The man that owned them disappeared, and the Customs authorities, in conjunction with the police, still have the articles in their possession, in the hope of obtaining some clue. The story goes that a murder has been committed in Soochow, and that the articles found are a portion of the stolen property. We cannot, however, vouch in any way for the truth of the tale, which we give as it has reached us.

Mr. Wade, C.B., British Minister at Peking, Mrs. Wade, and family have arrived here. Mrs. Wade and family proceed to England, and Mr. Wade returns to Peking.

The French men-of-war *Montcalm* and *Volta* have passed out to sea. H.M.S. *Vigilant*, with Admiral Ryder on board, came up the river on the 12th April.

A special meeting of land-renters at Chinkiang is called for the 24th April to consider the question of repairing and strengthening the Bund.

HONG KONG.

Our advices by the present mail extend to the 22nd April; the P. and O. mail from London March 5 was received on the 16th April. The following items of intelligence are from the *Hong Kong Daily Press* :—

From a return published in the *Gazette* of the revenue and expenditure, it appears that the total revenue for 1874 was \$854,799.91, and the expenditure amounted to \$921,479.54, showing an excess of expenditure over revenue of \$66,679.63. The increased expenditure was incurred on public works and buildings. At first blush this would appear far from satisfactory; but a careful study of a comparative statement for the years 1873-74, shows that there is nothing to complain of. On the contrary, there is ground for congratulation, inasmuch as the revenue for the past year exhibits an increase over that of its predecessor of \$7,475.56. The increase in the expenditure is satisfactorily accounted for. It arises almost entirely on the outlay for public works. Thus, in the sum spent on public works and buildings there is an augmentation of \$91,464.05 over the expenditure of 1873, and the roads, streets, and bridges have cost \$2,353.57 more in 1874 than in the preceding year. The disastrous typhoon of September last is no doubt responsible for no inconsiderable portion of the above amounts. There are also two items included in the expenditure of the past year which occupied no place in that of 1873. There has been \$35,110.64 expended on lighthouses, and \$4,445 for the purchase of land and houses. The foregoing sums more than balance the increment shown in the expenditure for the past year over that of 1873, and a large part of it may be regarded as capital well invested, since the expense will not need to be incurred again. The Surveyor-General has greatly improved the appearance and condition of Hong Kong, and its accidents will, in view of the benefits arising from his labours, not grumble at the cost. In most other departments of the public service there is a slight decrease recorded, but most of this is swallowed up in the increase on the pensions, retired allowances, and gratuities, which increase amounts to \$4,069.19. In the police department there is a decline in the expenditure of \$12,025.97. Altogether, it is apparent that some regard has been paid to economy, and that the increased expenditure has been necessary for the good of the colony. We are no advocates of false economy, and do not grudge the outlay for public works when they are needed; but we trust the Colonial Treasurer will next year be able to show a balance on the right side; and this without impairing the efficiency of any department of the public service.

If it is true, as the *Rangoon Gazette* is inclined to believe, that the King of Burmah instigated or was accessory to the attack on the Burmo-Chinese Expedition, it will considerably complicate matters. The British Government waits to hear what Mr. Wade has to communicate before taking action in the matter. Perhaps it has been resolved to despatch two English officials to Momein partly on this account, since it is probable they may be able to gain some information there that may throw light upon the matter, and show how far his Majesty of Burmah has really been involved in the outrage. From his antecedents it is extremely probable that the King was opposed to the project of opening up a trade route overland. It is known that he is, like every other monopolist, an enemy of free trade. If he has indeed been guilty of participating in the dastardly attack which cost Mr. Margary his life, and brought the expedition to a sudden and unsuccessful termination, he will assuredly be brought to book for it. We have had troubles with Burmah before. If its ruler either cannot or will not control his subjects, and if, above all, he is disposed to act the part of a treacherous friend, the British Government will know how to deal with him. If it is shown to be necessary, there is no particular reason why his kingdom should not be absorbed in British Burmah. Such annexation, though not desired by our Government, would inevitably operate to the benefit of the people of the country.

From the annual report of the Colonial Surgeon it is satisfactory to find that the health of the police and military is much improved. There has been less sickness during the past year among the former than in 1873, and the deaths in hospital have been eight, as compared with eleven in 1873. There have also been fewer deaths among the troops. A new civil hospital is much needed, and Dr. Ayres is pleased to announce that a site has been secured for it, and the plans have arrived from England. The number of admissions to this hospital has decreased somewhat. Considerable damage was done to the old civil hospital during the late destructive typhoon. The health of the prisoners in Victoria Jail has been fairly good, only one death occurring during the year. The Contagious Diseases Ordinance has worked well in the colony. During the past year the European and American women have been brought under it. The general health of the colony has been fairly good, the death-rate not having increased appreciably.

An emergent meeting of the shareholders of the China Traders' Insurance Company has been held, to consider the position which the failure of Messrs. Augustine Heard and Co. had placed them in. Mr. Ray read the notice calling the shareholders together, and Mr. Parker explained the reason for the meeting. Messrs. Fearon and Co.'s failure he knew would seri-

ously affect Augustine Heard and Co., and cause them to suspend. An extraordinary meeting was called for the 7th May, but as the China Traders' would be without a head when Augustine Heard and Co. ceased to exist, the present meeting was convened to resign the General Agency, appoint some one to conduct the business until the meeting of May 7 was held, and to make arrangements with regard to the debt due to the Company. He stated the position of Messrs. Augustine Heard and Co.'s affairs as far as known to him, and read a statement of the present position of the China Traders'. Mr. Parker further stated that Augustine Heard and Co. owed the China Traders' \$200,000, and read a memo. of their liabilities and assets as far as known to him. He thought there would be a fair dividend, but as regards Fearon and Co.'s affairs he could not give any information.

Mr. Deacon then proposed that the resignation of Messrs. Augustine Heard and Co. be accepted. This was seconded and carried. Mr. Hayllar proposed that Mr. W. H. Ray be appointed to carry on the business of the Company under the superintendence of the Consulting Committee, till the meeting of the 7th May, and sign policies for the Committee. This proposition was seconded and carried. A resolution was then proposed that the shareholders should give their assent to Messrs. Heard's deed of assignment, and this was also carried, after some discussion. The shares held by the partners of Messrs. Heard and Co. it was decided should be forfeited.

The aborigines of the fair island of Formosa seem determined to make it warm for the Chinese there. Rumours have been received at Foochow of more fighting near Taiwanfoo, in which, as before, the Chinese troops have come off second best. The savages are evidently unawed by any display yet made of Chinese military power, and hold their foes in no little contempt. There can be small doubt that the Imperial troops are either very cowardly or officered by inefficient poltroons. Probably there is some truth in both suppositions.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 29th April. The French mail from London 26th March was received on the 26th April. The following summary of the news is from the *Straits Times* :—

The trial of the convicts concerned in the recent outbreak in the Singapore Jail, which resulted in such lamentable loss of life, was set down to come on on April 26 in the Supreme Court, before a special jury. The special jurors assembled in answer to their summons; the Attorney-General and Crown Prosecutor, as well as Mr. Bond, who undertook the defence of the prisoners at the request of Government, made their appearance, and his Honour the Chief Justice took his seat. The Attorney-General immediately addressed the Court, and, being for the most part inaudible, was understood to make an application for the postponement of the case, as the depositions had not been all copied out, and Mr. Bond had not had proper time to read them and prepare the defence, having been asked to defend the prisoners only the preceding day. Mr. Bond was understood to say he would be ready to proceed in the course of a couple of days or so, but the Chief Justice thought it would be more expedient, especially for the convenience of the special jurors, to postpone the case, which is likely to be a lengthy one, for a week. The case was postponed accordingly. The postponement is certainly convenient, under the present emergent circumstances of two home-going mails during the week, but we would mildly remark that both Government and gentlemen of the law have been guilty in this instance, we do not say intentionally, of trifling with the time of business men, without any ostensible reason or cause whatever.

The weather, of which the denizens of Singapore have been the victims during the last month or two, must certainly be pronounced to be most trying. First of all came down-pours of rain

"which rain-ed every day,"

to the discomfort and confusion of owners and trainers of horses for the Spring Meeting, and to the general discomfort and ill-temper of everybody, and this compulsory seething-bath has been followed by an equally disagreeable drought, and heat enough to demoralise the most enduring and equal-minded of salamanders. The oldest inhabitant, we believe, has no recollection of such hot weather at this time of the year as we have had during the last month.

The French war steamer *Sarthe*, from Toulon, has arrived at the Borneo Company's wharf, en route to Saigon.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHINKIANG.—Messrs. Spencer and Wolff write on the 12th April :—During the week under review the market for 8½ lbs. Grey Shirtings

and 7 lbs. T-Cloths has been rather quiet, and we can only account for this depression by the fact that our dealers, having no confidence in the stability of the late improvement in prices, are consequently refraining from purchasing.

HANKOW.—Owing to the spring races there was not much doing in the market.

CHEFOO.—There was a small business doing, but at low prices.

SHANGHAI.—Beyond the clearance of former settlements, there had been little done in Piece Goods between the foreigner and native; but the deliveries—for the North particularly—had been heavy, and there were considerable shipments still to be made ere the dealers would give much of their attention to further purchases. The cargoes of the steamers that had gone to the North since the arrangement of "the difficulty" had not been published by the Customs. The native advices from Tientsin were not unfavourable, and the market was not likely to be much affected by the large supplies lately sent thither.

MANILA.—The market for Plain Staples had undergone little change, and values remained in most cases the same. Coloured goods were in much the same position.

SAIGON.—Messrs. Behre and Co.'s Report says:—Only a small business has been done, and almost all denominations are weaker, with the exception of 6 lbs. Irish Linen, which has advanced a few cents, owing to small stocks at the moment. Quotations: Grey Shirtings, $\frac{3}{4}$ lbs., \$2.25 to 2.27 $\frac{1}{2}$ per piece; ditto, 7 lbs., \$2; Irish Linen, No. 150, \$1.50; Grey Supers, No. 0, \$1.80 to 1.85; ditto, No. 1, \$1.90 to 1.95; T-Cloth, 6 lbs., \$1.57; ditto, 5 lbs., \$1.20 to \$1.25; ditto, $\frac{4}{5}$ lbs., \$1.10 to 1.15; ditto, 4 lbs., to \$1 to 0.95.

BATAVIA.—Business continued very quiet, and there had been no change of importance in quotations.

EXPORT OF TEA AND SILK, SEASON 1874-75. TO GREAT BRITAIN.

Date.	TEA.				Total Bales and Cases.
	From Shanghai and Hankow	From Foo-chow.	From Amoy	From Canton, Macao, &c.	
From June 1, 1874, to April 14, 1875	79836274	60739985	939115	20099908	161535282
From June 1, 1873, to April 14, 1874	71796583	51751292	361183	15973037	138966925

TO THE CONTINENT.

From June 1, 1874, to April 14, 1875	...	...	...	...	6357143	38668
Do. do. 1873, to April 14, 1874	...	...	...	...	6338418	26465

TO UNITED STATES OF AMERICA.

From June 1, 1874, to April 14, 1875	...	...	...	...	54539820	6175
Do. do. 1873, to April 14, 1874	...	...	...	...	45523978	5724

TO AUSTRALIA.

From June 1, 1874, to April 14, 1875	...	...	...	...	15,281,862
Do. do. 1873, to April 14, 1874	...	...	...	...	14,806,899

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	11,023,600	...	1863 to 1864	117,463,586	46,603
1844 to 1845	57,334,200	19,600	1864 to 1865	121,336,870	32,313
1845 to 1846	63,972,000	22,144	1865 to 1866	118,333,042	62,890
1846 to 1847	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1847 to 1848	92,340,300	50,481	1867 to 1868	116,890,430	57,449
1848 to 1849	76,990,255	68,315	1868 to 1869	142,789,804	70,917
1849 to 1850	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1850 to 1851	85,560,452	64,189	1870 to 1871	131,969,850	51,329
1851 to 1852	80,086,180	70,544	1871 to 1872	149,774,295	54,589
1852 to 1853	109,854,040	79,199	1872 to 1873	151,869,262	57,263
1853 to 1854	121,973,580	72,887	1873 to 1874	144,589,620	47,373

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Last Divd.
Shanghai Dock Company	...	Tls. 500	...	Tls. 220 Tls. 10 p.s.h.
Shanghai Gas Company	...	100	...	141 ... 5 p.c.
Shanghai S.N. Company	...	100	...	100 ... 76 ... 3 p.c.
S. Tug and Lighter Company	...	850	...	850 ... 600 ... 6 p.c.
French Gas Company	...	50	...	50 ... 70 ... 6 p.c.
Hong K. Fire Insurance Co.	...	\$1,000	...	\$200 ... \$480 \$51 p.s.h.
North China Insurance Co.	...	Tls. 1,000	...	Tls. 300 ... Tls. 300 ...
North China Steamer Company	...	100	...	100 ... 7 ...
Union S.N. Company	...	100	...	50 ... 21 ...
Yangtze Ins. Association	...	500	...	500 ... \$585 ... 7 $\frac{1}{4}$ p.c.
Union Insurance Society	...	\$5,000	...	\$1,000 ... \$500 ...
China Traders Co. (Limited)	...	1,000	...	1,000 ... \$150 p.s.h.
China and Japan Marine Ins. Co.	...	Tls. 500	...	Tls. 100 ... Tls. 78 ... 4 p.c.
Victoria Fire Insurance Co.	...	\$500	...	\$100 ... \$125 ... 6 p.c.
China Fire Insurance Co.	...	500	...	100 ... 133 ... 6 p.c.
Hongkew Wharf Co.	...	Tls. 100	...	Tls. 100 ... Tls. 96 ... 1 p.c.

EXCHANGES, & c. (For dates see first page.) ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2 $\frac{1}{2}$ d.	4s. 2 $\frac{1}{2}$ d.	4s. 2 $\frac{1}{2}$ d.
Shanghai	5s. 9d.	5s. 9 $\frac{1}{2}$ d.	5s. 9 $\frac{1}{2}$ d.
Canton	...	...	...
Hong Kong	4s. 2 $\frac{1}{2}$ d.	4s. 2 $\frac{1}{2}$ d.	4s. 2 $\frac{1}{2}$ d.
Macao	...	...	...
Singapore	4s. 2 $\frac{1}{2}$ d.	4s. 2 $\frac{1}{2}$ d.	4s. 3d.
Manila	4s. 1d. to 4s. 1 $\frac{1}{2}$ d.	4s. 1 $\frac{1}{2}$ d. to 4s. 1 $\frac{1}{2}$ d.	...

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	Rs. 305 $\frac{1}{2}$ to 306	233 to 234
" Hong Kong	27 $\frac{1}{2}$ to 27 $\frac{1}{2}$ dis.	...
Bar silver	Tls. 111.25	9 $\frac{1}{2}$ prem.
Mexican dollars	73.0.25	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 26 per cent. dis.
Hong Kong Gas Company, \$75 per share.
Hong Kong and Whampoa Dock, 50 per cent. discount.
China Traders' Insurance Company, \$700 per share.
Hotel Shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 premium.
Hong Kong Fire Insurance Company, \$380 prem.
Union Insurance Society, \$50 premium.
China and Japan Marine Insurance Company, Tls. 80 per share.
China Fire Insurance Company, \$34 premium.
Victoria Fire Insurance Company, \$36 premium.
Chinese Insurance Company, \$100 per share.
Shanghai Steam Navigation Company, Tls. 70 per share.

* The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 9 $\frac{1}{2}$ d., at Hong Kong 4s. 2 $\frac{1}{2}$ d., at Batavia F.11.8 $\frac{1}{2}$ d., at Manila 4s. 1 $\frac{1}{2}$ d., at Singapore 4s. 2 $\frac{1}{2}$ d.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, April 7, Sir Lancelot; 11, Gordon Castle (str.); from Hamburg, April 7, Tek-li; 11, Olympia (str.).

At HONG KONG.—From London, April 18, Azean (str.); 19, Riga (str.); from Liverpool, April 18, Nestor (str.); from Glasgow, April 18, Viking (str.); from Swansea, April 19, Anna Dorothea, Anna; from Copenhagen, April 20, Hadda; from London, May 25, Glenlyon (str.).

At MANILA.—From Havre, April 7, Galatea; from San Francisco, April 2, Two Brothers.

At SAIGON.—From Liverpool, April 4, G. T. Ray; from Newcastle, April 4, Hindostan; from Cardiff, March 29, Charity; from Marseilles, March 31, Kavikal.

At BANGKOK.—From Havre, March 23, Taffarette; from Monte Video, March 25, Daniel Manin.

At BATAVIA.—From Liverpool, April 17, Questembert; 20, Emma Robert; from Flushing, 19, Groningen (str.); from Brouwershaven, 17, Kosmopoliet II.; 19, Marie; from Nieuwe Diep, 22, Conrad (str.).

At SINGAPORE.—From Cardiff, April 25, Anthon Gunther; 26, Osseo; from London, May 28, Oxfordshire (str.).

DEPARTURES.

From HANKOW.—For London, May 25, Fleurs Castle (str.); Glenearn (str.).

From SHANGHAI.—None.

From HONG KONG.—None.

From MANILA.—For London, April 9, Benledi (str.); for Channel, f.o., 13, Araby Maid.

From SAIGON.—None.

From BANGKOK.—For Marseilles, March 19, Valentine.

From BATAVIA.—For Holland, April 18, Baron van Pallandt van Rozendaal, Zuid-Holland; 22, Torrington (str.), Voorwats (str.).

From SINGAPORE.—None.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To
April 6	Truth	Liverpool	Anjer, f.o.
" 7	Hellens	Newport	Do.
" 8	Zohrab	Montevideo	Do.
"	Livingstone	Cardiff	Hong Kong
"	Ariadne	Cronstadt	Amoor River
" 11	Cap Horn	Swansea	Hong Kong
"	Catharina	Hamburg	Singapore
" 13	Harwich	Swansea	Hong Kong
"	Hants County	New York	Japan
" 15	Acacia	Pekalongan	Falmouth, f.o.
"	Feiga	Hamburg	Amoor River
" 16	Glencora	Cardiff	Singapore
" 17	Julie Reitz	Cronstadt	Amoor River
"	Villa Franca	Cardiff	Manila
" 18	Antela	Glasgow	Do.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, MAY 25.—The Messageries Maritimes steamer Pei-Ho, with the inward French mails from China and Japan, arrived here to-day at 11 A.M. She brings 120 passengers and a general cargo, including 197 bales of silk, 12,167 packages of tea, 484 of tobacco, 238 of straw plaits, and 353 of sundries for London, which part of her cargo will be forwarded to its destination per Company's steamer Euphrates, due in London on or about the 7th of June.

HEAVY PORTION OF LAST INWARD MAIL.—GIBRALTAR, MAY 25.—The P. and O. Company's steamer Peshawur, with the homeward India and China heavy mails, leaves here at 6 P.M. to-day for Southampton, where she may be expected on the 30th inst.

HEAVY PORTION OF LAST OUTWARD MAIL.—GIBRALTAR, MAY 25.—The P. and O. Company's steamer Decan, from Southampton 20th inst., arrived here at noon to-day, and left at 4 P.M. for Malta and Port Said.

OUTWARD MAIL OF APRIL 16.—SHANGHAI, MAY 28.—The P. and O. Company's steamer Zambesi, with the London mail of the 16th of April, arrived here yesterday.

COMMERCIAL POSTSCRIPT.

The Hankow Tea market continues active, and large settlements have taken place. Musters of new season's Teas have arrived at Foochow, but the market is not expected to open for some time to come. The departures reported are the *Andromache*, *Lotus*, *Flours Castle*, *Glenearn*, and *Strasbourg*. Samples of new season's Silks have been received at Shanghai.

TELEGRAMS FROM THE FAR EAST.

SIR DOUGLAS FORSYTH'S MISSION.

RANGOON, MAY 27.—Sir Douglas Forsyth and suite, accompanied by an escort of four officers and eighty-four British soldiers, have left Rangoon for Mandalay in the steamers *Nemesis* and *Talfoo*. They are expected to reach their destination in a fortnight.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 28, at London, from Colombo, United Service (str.); 24, at Hamburg, from Hong Kong, Carolina; 28, at London, from Colombo, Arab Stead.

DEPARTURES.—May 28, from Glasgow, for Java, Berbice.

LAID ON.—At London, for Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Higo, Timor; at Liverpool, for Singapore, Altair, Eastern Monarch; for Hong Kong, Beemah; at Glasgow, for Manila, Olan, Aurora; at Greenock, for Batavia, Sourabaya.

SPOKEN.—Edeline, from London to Singapore, April 5, 31.45 S., 26.10 W. Johannes, from Amsterdam, to Batavia, May 19, 46 N., 8 W.

MISSING.—At Port Said, May 27, Leon, from Liverpool, for Manila; 28, Bouwen, from Glasgow, for Singapore; Thomas Sorby, from Amsterdam, for Batavia.

SEA OF JAVA.—ISLAND OF CELEBES.—The commander of the corvette Victor Pisani reports that on his voyage from Batavia to Macassar, finding himself at four miles to the south of the Bank Saars or Boot, and having observed a change in the colour of the water, he caused various soundings to be taken, and found successively 24, 22, and 26 metres, with a coral bottom. It follows that a bank exists, which extends about a mile in the direction from east to west. Its geographical position is:—Lat. 6° 4' 30" S., long. 118° 18' E. of Greenwich.—Hydrographical Office of the Royal Navy, Genoa, May, 1875.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

FOSTER.—On the 28th May, at 9, Vanbrugh-park East, Blackheath, the wife of Thomas Foster, jun., of a daughter.

MAPPIN.—On the 27th May, at Blackheath-park, Kent, the wife of John Newton Mappin, jun., of a son, prematurely.

RAPHAEL.—On the 8th April, at Shanghai, Mrs. R. S. Raphael, of a daughter.

MARRIAGES.

RUSSELL.—KOPCH.—On the 27th May, at St. Mark's, Surbiton, by the Rev. Charles Burney, vicar of St. Mark's, Logan Russell, Maple-road, to Charlotte Elisabeth Kopsch, daughter of A. J. Kopsch.

WHITE.—LOVELL.—On the 24th April, at St. Paul's Cathedral, Calcutta, James Gordon White, second son of the Hon. J. White, Member of Council, Colombo, to Annie Elizabeth, eldest daughter of Capt. H. P. Lovell, Superintendent of the P. and O. S. N. Company, Calcutta.

DEATHS.

CAREY.—On the 24th May, at Doyle-road, Guernsey, of scarlet fever, Frederica Alice, aged four years and eight months, and Elian de Jersey, aged two years and seven months; the beloved children of Arthur Edward Carey, of Ceylon. Ceylon papers please copy.

HALLITT.—On the 13th April, at Shanghai, Lyttleton Hallitt, M.R.C.S., in the 31st year of his age, sixth son of T. P. L. Hallitt, of Lincoln's-inn.

PARLIAMENT.

HOUSE OF COMMONS.

THE CHINESE ATTACK UPON KASHGAR.

Sir C. DILKE asked the Under-Secretary for India whether the Indian Government had any information as to the Chinese attack on the dominions of the Ameer of Kashgar other than that which had appeared in the newspapers; and whether any instructions had been sent to the British Minister at Peking upon the subject.

Lord G. HAMILTON said two despatches had been received from India, one dated February 20, and the other dated March 15, containing letters from Mr. Shaw, an officer on special duty at Kashgar. He stated in the first despatch that there appeared to be no immediate apprehension of a Chinese invasion; and in the second that it was currently reported that some chiefs had sent to the Ameer asking for assistance against Chinese attacks. Since then the Government had received no communication on the subject. With regard to the second question, he (Lord G. Hamilton) had referred to the Foreign-office, and had found that they had received no information relative to a Chinese attack upon the dominions of the Ameer of Kashgar, and that no instructions had been sent to Peking.

THE CESSION OF SAGHALIEN.

Sir C. DILKE asked the Under-Secretary for Foreign Affairs whether he could inform the House if any consideration had been paid by Russia to Japan for the recent cession to Russia by Japan of her rights in the island of Saghalien.

Mr. BOURKE said negotiations with regard to the island of Saghalien had been carried on at St. Petersburg between the Japanese Minister and the Russian Government, and Her Majesty's Government were informed a short time ago by the Japanese Minister that a convention

was signed on the 7th of this month between Japan and Russia, by which Japan agreed to cede a portion of the island, and received in exchange the Kurile Islands, which were eighteen in number, lying to the north of Japan. He might add that the Russians already possessed a large portion of the Island of Saghalien.

Naval and Military.

A reward for Distinguished Services is vacant by the appointment of Lieutenant-General Henry Hope Graham, C.B., to the Colonelcy of the 77th Regiment, vacant by the transfer of General Lord Rokeby to the Colonelcy of the Scots Fusilier Guards. Lieutenant-General Graham joined the Army October 15, 1829, and became Lieutenant-General, November 25, 1874. He served in China from 1852 to 1859, and commanded the troops at Hong Kong during a portion of that period; was second senior officer, and commanded the 2nd Brigade of the expeditionary force employed against Canton during the operations before that city, and its capture in December, 1857 (C.B.); proceeded in command of a force to the Peiho River in June, 1858, and was present at the assault and capture of Nankow on August 11 (medal with clasp).

Notice is hereby given to the officers, seamen, and marines, and to all persons interested therein, that the distribution of the bounty awarded for services against pirates between the 8th and the 11th of May, 1872, by Her Majesty's ship *Nassau*, will commence on the 28th inst., in the Prize Branch of the Department of the "Accountant-General of the Navy and Controller of Navy Pay, Admiralty, New-street, Spring-gardens, S.W." The following are the shares due to an individual in the several classes:—Commander, £183 9s. 2d.; third class, £65 8s. 8d.; fourth class, £43 12s. 5d.; fifth class, £26 3s. 5d.; sixth class, £21 16s. 3d.; seventh class, £15 5s. 5d.; eighth class, £8 14s. 6d.; ninth class, £4 7s. 2d.; tenth class, £2 3s. 7d.

The Admiralty having decided that the *Fawn*, 5, sloop, 1,045 tons, 434-horse power, shall be fitted out as a surveying vessel for the China Seas, it has been floated out of the repairing basin at Chatham Dockyard, and work will shortly be commenced on board.

W. B. Rock and E. L. Carte, engineers, formerly of the Iron Duke, flagship on the China station, have been appointed as supernumeraries to the Asia, at Portsmouth.

Lieutenant Francis H. Chapman (1873), late of the *Swifture*, is appointed to the *Victor Emmanuel*, Hospital ship at Hong Kong.

The Iron Duke, late flagship in China, is to be recommissioned in July, to take the place of the *Aurora* in the Clyde.

Captain Grosvenor Stopford (1873) is appointed to the *Hornet*, on the China Station, vice Commander Cameron, invalided.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, MAY 26.

Only a fortnight will now elapse before the general elections take place, and one half of the members of the Second Chamber must appeal to their constituents for re-election. Of course in every district new candidates are brought forward, and many seats will be disputed most energetically. Still the struggle will be somewhat quiet, because there is no leading political question to agitate the electors. Some time ago the Anti-revolutionary party endeavoured to rouse up the nation by the so-called "restitution question" (repayment by the State of a part of the outlay on behalf of private schools), but since the Minister of the Home Department has declared that the movement did not obtain his support the question has been postponed by the promoters till a more favourable opportunity presents itself. The elections have therefore more of a personal than a political character; Liberals and Conservatives in some districts having formed a coalition in order to defeat the clerical candidates. I should be much surprised if much "new blood" is introduced into the Chamber. I need scarcely add that the elections being near on hand, the Parliamentary business has afforded but little interest. The Mad Dogs Suppression Bill was carried, after it had been altered by the Minister, to please the Opposition, in such a sense that it has lost its efficacious character. At this moment the members are busy discussing the Bill proposing to provide us with a gold coinage. In a few days the Chamber will take recess, and will not meet again before the latter end of June, when they will deal with the Railway Bill of Mr. Heemskerk, the object of which is to complete our railway system, and proposes to construct, on account of the State, no less than five important lines. The members of the First Chamber met the day before yesterday in order to confirm the several Bills which had been previously carried by the Second Chamber.

At the Bourse a sort of agitation prevails, in consequence of a rumour that the Dutch Trading Company will not pay a dividend for the past year. The newly-appointed director, Jhr. Hartsen, seems inclined to make what we call a "clean ship," and to write off all bad debts. The dividend has been sold and bought largely by speculators at prices varying between f.60 and f.5. The question remains whether the debtors will be obliged to pay if there is no dividend, because in that case the sellers will be unable to deliver what they sold.

Mr. Loudon has not yet arrived in Holland, and report says that he is suffering from dysentery.

Yesterday a meeting was held by the shareholders of the Steamship Company "Java." A dividend of 6 per cent. was declared, and a proposal of the directors to issue a loan of f. 2,000,000 at 5 per cent. to build new steamers was approved of.

A sum of f. 33,412 59c. has been collected on behalf of the victims of the last inundations in Java.

Prince Alexander is ill; but his condition does not give rise to any anxiety.

The market for colonial produce has fluctuated considerably, and transactions have been small. Prices, however, are in general well maintained. Java Tobacco is much sought after, and high prices are paid.

Miscellaneous.

ROYAL GEOGRAPHICAL SOCIETY.

At the annual meeting of the Geographical Society, held on Monday, the 24th instant, Sir Henry Rawlinson in the chair, the following medals were awarded:—

The President, addressing Count Beust, said he was proud to be permitted to deliver the medals into the hands of a statesman so well known and so universally respected throughout Europe. The occasion was one the more worthily associated with his Excellency's name, since it was the first time during a long series of years that the Council had decided to award both its medals to members of the same expedition—that expedition, moreover, led by Austrian officers and supported by the private munificence of Austrian subjects, not only bearing honourable testimony to the maritime enterprise of the nation, but having also achieved the most important geographical discovery of modern times. Lieutenant Weyprecht, of the Austrian navy, and Lieutenant Payer, of the Austrian military service, had been associated for several years past in Arctic exploration. The President concluded as follows:—"By general consent this expedition, conducted by Lieutenants Weyprecht and Payer, is one of the most remarkable that has ever been made in the Arctic regions. It has especially attracted our admiration in this country as a noble instance of combined daring, skill, and endurance. We are further indebted in some degree to its successful termination for having stimulated our own Government to send forth the *Discovery* and *Alert*. We sincerely congratulate Austria on the achievements of her gallant children, and we request your Excellency, in presenting the Founder's Medal to Lieutenant Weyprecht and the Patron's Medal to Lieutenant Payer, to assure them that their English brethren hail them with cordiality and joy as worthy fellow-labourers in our common field of geographical discovery and research."

Count Beust, in reply, said he was fully sensible of the flattering terms in which the President had addressed him, and was sure his countrymen would also appreciate them and be proud of the testimonial conferred upon them. It was a substantial pledge of the appreciation in which their labours were held, a pledge which both his Government and his countrymen would highly value. He was acting in accordance with the desires of both when he tendered their sincere good wishes for the success of the brilliant and gallant expedition which was soon to set sail from these shores to carry England's Union Jack and her brave sailors to the far north. (Cheers.)

The President then presented to Colonel T. G. Montgomerie, of the Trigonometrical Survey of India, a gold watch to be forwarded to Mr. W. H. Johnson, the explorer of the Kuen Lun and of the Khotan.—Colonel Montgomerie returned thanks, and gladly undertook the charge of sending the watch to Mr. W. H. Johnson.

The annual geographical medals offered by the Society to the chief public schools were then presented to the successful competitors as follows:—Physical Geography—Gold medal, Henry Alexander Miers, Eton College; bronze medal, Archibald Edward Garrod, Marlborough College. Political Geography—Gold medal, Sidney H. B. Saunders, Dulwich College; bronze medal, William C. Graham, Eton College.

While the ballot for the officers and council was proceeding, the President announced that the Council had that day nominated his Royal Highness the Duke of Edinburgh honorary president. His Royal Highness had intimated his willingness to attend the meetings from time to time, and to take the chair on occasions. It was, he said, a matter for congratulation that the Royal family took such interest in the Society. Her Majesty was patron, the Prince of Wales vice-patron, and now the Duke of Edinburgh was honorary president. The result of the ballot was shortly afterwards declared. Sir H. Rawlinson was re-elected president, and Lord Cottesloe was elected a vice-president, the list proposed by the Council being unanimously adopted.

The President then delivered his address, in which he congratulated the Society on its increased and ever-increasing prosperity. The register now exhibited the imposing total of 3,035 fellows, of whom 2,960 were ordinary and seventy-five honorary, and honorary corresponding members. The income had also steadily advanced, until it now exceeded £7,000 per annum, and if they might judge from the repeated references that were made to them on geographical subjects from all parts of the world, their reputation and influence had certainly not diminished. It must indeed be a gratifying reflection to the Fellows of this Society that it was mainly owing to the urgent and persistent arguments impressed by their successive presidents on Her Majesty's Government, and supported by the full weight of their unanimous approval, that the great national undertaking of a Polar expedition had been at length accomplished. The Council did not take any especial credit to themselves for the success which had thus attended their efforts; but they did feel proud as representatives of the Society in having contributed to launch an enterprise which, as they believed, would not only yield the most valuable scientific results, but would redound to the honour of England, and raise still higher the professional character of British sailors. The losses by death during the period under review had been exceedingly heavy, the obituary list commencing with the honoured names of Sir C. Lyell, D'Arzac, and Sir H. Kellett, and closing within these few days with the names of Mr. Findlay and Admiral Sherard Osborn, who, beloved and respected in this society, were also among the foremost geographers of the age.

THE DINNER.

In the evening the members of the Society dined at Willis's Rooms—the President in the chair. Among those present were:—His Excellency the Swedish Minister, the Duke of Manchester, Lord Cottesloe, Lord Houghton, Mr. Robert Lowe, M.P., Sir T. F. Buxton, Bart., Sir Rutherford Alcock, Chevalier Charles de Scherzer, Sir Louis Pelly, Dr. Hooker, Admiral Ommanney, and Sir Bartle Frere.

The Chairman, in proposing "The Prince and Princess of Wales and the rest of the Royal Family," remarked that the Prince of Wales had been a great traveller, and was going to add to his knowledge of foreign countries by visiting India under the guidance of the late president,

Sir Bartle Frere. (Cheers.) The Duke of Edinburgh had seen probably more of the globe than had three-fourths of the persons present. He had, moreover, accepted the position of honorary president of the Society, and had expressed his readiness to take the chair on evenings when subjects connected with his profession were treated of. The Duke of Connaught also had been a great traveller, and had but just returned from an expedition to the Upper Nile. (Cheers.)

"The Army, Navy, and Reserve Forces" was next given, and responded to by General Rigby for the army, Admiral Ommanney for the navy, and the Duke of Manchester for the reserve forces.

The President next gave "The health of the medalists, Lieutenants Payer and Weyprecht," who had been awarded the medals for their discoveries made in the *Tegethoff*. Lieutenant Payer had laid down a cape which he called Cape Vienna, in eighty-two degrees north latitude, the land furthest north as yet according to our knowledge.

The Chevalier Charles de Scherzer returned thanks for his countrymen, and added thanks for the frequent and important aids afforded him on his voyage round the world by the English Consuls in all parts. The Chevalier went on to allude to free trade, which he thought the true cure for the bad state of commerce, and concluded by the sentiment, "Prosperity and welfare to the British nation, the noble link of the great Anglo-Saxon race."

Sir Bartle Frere gave "Prosperity to the Universities—Oxford, Cambridge, and London," coupled with the name of Mr. R. Lowe, of whom he might say that all would agree in thinking that that young giant, the University of London, could not have made a better choice than in selecting him for its representative. (Cheers.)

Mr. R. Lowe said he thoroughly agreed with the last remark of Sir B. Frere, namely, that the University could not do better than continue him as its representative. (Laughter.) The Geographical Society was one which had his most sincere and hearty respect, for he thought it filled a want which ought to be supplied. We could tell the parallax of Sirius, but there was still a large portion of the surface of the earth which was still unknown to us. Some gentlemen had spoken of the support afforded to societies like this, but he (Mr. Lowe) could not call to mind that Government gave them any support. (Laughter.) He thought that this Society ought to put before rich people the fame and glory to be gained by fitting out such expeditions as that to the Arctic regions.

Sir Charles Nicholson gave "The British Colonies and the Geographical Society," for which Sir George Bowen returned thanks.

Sir Bartle Frere proposed "The health of the President, Sir Henry Rawlinson." The President, in returning thanks, said it was not altogether an easy matter to rule over 3,000 members. He could not manage it but for the help he received from the officers of the Society. He then proposed "The Travellers," coupling with the toast the names of Mr. Forrest, the Australian explorer; Captain Chapman, lieutenant to Sir Douglas Forsyth in his Kashgar expedition; and Sir Louis Pelly, each of whom returned thanks.

SAGHALIEN.

A letter from St. Petersburg to the *North German Gazette* explains at great length the value to Russia of the newly-acquired dependency, Saghalien, and gives some particulars of the island. It is, it appears, 892 versts long (that is, about 600 miles) and 136 versts broad (that is, about ninety miles). At one place it is only twenty-five versts (about fifteen miles) broad. Its population is no more than about 15,000 souls, of whom 3,000 are Russians, but only fifty are Europeans or Americans. There is a Russian garrison of 600 at Dhui, which is the principal settlement in the island, and also some artillery. The object of maintaining this garrison, at any rate during summer, is not apparent, for the deported persons detained at Saghalien could not escape if they tried. The sea all round is far too dangerous. At the time of the Crimean War the garrison was removed to the Siberian continent. In winter the sea is frozen over for the space of four months, and then the passage to Siberia is effected by sledges drawn by dogs. Russia appears always to have had a hankering for Saghalien, long before its value as a colony was known. Indeed, it disputes the priority of occupation with the Japanese. In 1807 the Russian Lieutenant Choostoff formally took possession of it as a Russian dependency, but in 1813 the Russian Government declared that occupation invalid (*non avenue*). Since then Japan has gradually acquired possession of the southern half, whereas the northern has always been indisputably under Russian Government. There has been a good deal of friction between Russians and Japanese concerning the possession of the island, but, valuable or almost invaluable as it is to Russia, it would be useless to Japan, owing to the difference of climate. The Japanese cannot acclimatise themselves in cold Saghalien; to the Siberians it seems like home. Saghalien, though at present extremely poor—there is but one merchant's firm settled in the island doing any business to speak of—is valuable by means of its rich coal mines. It has inexhaustible treasures of sea coal almost equalling the best Newcastle, and also of anthracite, which is a very useful fuel. This fact alone would invest the island with importance as a site for a Russian naval station. But over and beyond this Saghalien holds a most enviable tactical position. It commands and protects the mouth of the river Amoor, a channel of communication with a great future, and also the sea of Ochotzk. It is therefore all-important for Russia to have possession of it. Saghalien itself has no good harbours, but the sea of Ochotzk has the best that could be found on the earth, and Saghalien protects them. Russia possesses no such second opportunity for giving a secure and advantageous basis to its naval power. Otherwise Saghalien is not favoured by nature. Corn will ripen only in a few sheltered valleys; otherwise the climate is too severe, and much will have to be imported from the mainland. The same climatic influences hinder the breeding of cattle. But coal has, as observed, been found at numerous places. It is not known what *quid pro quo* the Czar has given for the possession of the valuable island, but it is not believed that Japan would have ceded its rights for nothing.

The *Daily Telegraph* says:—What inducement operated with the Japanese Government to surrender their moiety of the great Siberian island is not stated; but the Mikado, or whoever transacted the affair,

must have known of the coalmines which render it so important; and Saghalien forms a part of the Japanese Archipelago, so that there must have been, one would imagine, a "consideration." The great difficulty with the Russian Navy has always been the want of suitable timber—the larch and fir woods which have been employed in building upon the Baltic and White Seas wear out very quickly in the fresh water—and we have not heard that Saghalien possesses iron. But the forests on the Amoor are immense, although the trees are small, and we shall see this acquisition followed by a quick increase in the navy of Siberia. Before the time of Peter the Great Russia did not own a single port except Archangel, and possessed only one small vessel of war; now she has six separate fleets—those of the Baltic, the Black Sea, the White Sea, the Amoor, the Aral, and the Caspian. Her latest settlement will give her the opportunity for a new development upon the wide waters of the Pacific, of which she is sure to make use; but it is with reference to Central Asia, China, and Japan that Saghalien is chiefly important. The Celestial Kingdom is certain to become more and more prominent in Asiatic politics; its huge population is seething with the impulse of emigration like a hive of swarming bees; its Government is at once unsettled and arrogant; and China means, be it remembered, a fourth part of the whole human race. To and fro across the Pacific will pass the greatest commerce of future years when the Southern islands are all brought into civilisation, and the young Empires of Australasia open active relations with the Old World shores of India and the East. Saghalien will be useful in those days if Russia has not become too big to hold together as a separate country, and if the Government at St. Petersburg knows how to utilise the advantages which nature conceals behind the mists and snows of the Siberian coast. There is no reason why we should envy the Czar the chilly acquisition which he has made; Russia civilises after a fashion, and breaks up the fallow of Asiatic heathenism—better, perhaps, than a finer implement. But there is much reason why our Foreign-office and its employees should watch and understand the course of these distant events, and they would be particularly well employed if they bore in mind the importance of the coal supply in connection with the future of trade and influence in these Pacific Seas.

THE SUEZ CANAL.

Consul West, in his report to the Foreign-office on the trade of Suez during last year, remarks:—"This year has brought to a termination the work at the docks, which are now as complete as they are ever likely to be, as the necessity for them, with the exception of the dry-dock, is now hardly felt, and one quarter of the money judiciously laid out at Suez would have been far more useful, and would have tended far more than the docks do to facilitate the local traffic, and consequently to develop the existing trade of the Red Sea. The number of vessels which pass through the Suez Canal continues slowly to increase, but to give a fair estimate of the increasing amount of traffic it is necessary to take the number of vessels and the total amount of gross tonnage, as such was the measurement adopted throughout the whole of the year 1873. For the last eight months of the year 1874 the Canal dues were levied on the register tonnage of vessels at an almost invariable rate of f.13 instead of f.10 per ton. The annexed statement, therefore, shows also, but approximately only, the register tonnage of vessels which entered the Canal during those last eight months, and from it the following conclusions may be drawn touching the result of the enforcement of the views of the International Commission during that period. In the course of the eight months ended Dec. 31, 1874, 812 vessels entered the Suez Canal, representing a gross tonnage of 1,600,892 tons, which, at f.10 per ton, would have produced f.16,008,920; or a net register tonnage of 1,087,989 tons, which, at f.13 per ton, would have produced f.14,145,857, making a difference of 512,903 tons, and a reduction to the company's income of f.1,865,063, or £74,602 in the eight months. This return also leads to the conclusion that, for the years 1875, 1876, and 1877, the dues will probably remain as they now are, at f.13 per register ton, after which period, having attained the yearly total of 2,100,000 tons, should the traffic still continue to increase in the same proportion, an annual reduction of f.1 for every register ton may be expected, should no further modification of the Canal Dues intervene."

"No amelioration whatever," remarks Consul West, "has taken place at Suez with respect to the filthy and neglected state of the town. The native population being no longer able to earn a livelihood by providing the necessary supplies and shipping accommodation for the pilgrims, and the effect of the Suez Canal having been to draw off all call for labour on the part of Europeans, there is now much dissatisfaction and even distress among the native inhabitants of the town, while, at the same time, they are subjected to very heavy local dues, from which, in former years, they were exempt; which dues, although levied on the townspeople, go to the Egyptian treasury on a system of centralisation which is neither conducive to the improvement of the town nor to the comfort of its inhabitants. Such innovations are at all times attributed to European influence and 'infidel' principles, and the feeling they create towards Christians in general and Europeans in particular is certainly not conciliatory. Religious manifestations are on the increase, and the feeling (such being the usual effect on the native mind of such a state of latent and morbid excitement) manifests itself in an overbearing and even at times threatening attitude on the part of the Moslems towards native Christians. It is true that there are always a certain number of men, military or naval, stationed at Suez, but whether such a force would tend to quell a disturbance or act in a contrary way is quite a matter of opinion, and must depend upon the views of the person in command of it. The prospect of a revival of trade at Suez would seem at present to hinge upon the desire of the Khedive to foster its development, but so long as he wishes to retain the monopoly of the Red Sea trade in his own hands the prosperity of Suez will continue to be held in check. Suez might become an *entrepot* of increasing importance were facilities given at the new docks for such traffic. Vessels, not unfrequently, would land cargo here destined for Jeddah, while cargo from the Red Sea Ports would be brought to Suez for the purpose of

further shipment to Europe on board vessels proceeding through the Canal. An *ad valorem* duty of 8 per cent. is leviable on all goods imported; the Treaty, however, stipulates that should such goods be exported within six months of the time of their being landed, seven-eighths of the duty paid on them is to be refunded, leaving a transit duty of 1 per cent. only to the benefit of the Egyptian Custom-house. The disbursement of the 8 per cent. duty, in the first instance, is sufficient, to deter people from landing their goods in the country, while, at the same time, the prospect of a refund of any portion thereof, after the goods had been reshipped, would be very doubtful, as the machinery for meeting such a contingency does not exist. If the Egyptian Government were to erect suitable premises at the dock for the reception of such goods in bond under the simple payment of 1 per cent. duty, plus a moderate charge for store rent, I have little doubt that ere long they would be availed of, and Suez would probably become the emporium of an increasing transshipment traffic, which, if it did little towards increasing the Viceroy's revenue in a direct manner, would provide work for the natives, and be thus conducive to the prosperity of the place."

The *Eastern Budget* states that M. de Lesseps has again been in negotiation with the Powers respecting the Canal dues. The revenue of the canal being now more than f.30,000,000 a year, the tariff should, according to the rule laid down by the International Commission, be lowered. M. de Lesseps, however, argues that a reduction of the dues is impossible, as extraordinary expenses will have to be incurred this year for the canal. The entrance at Port Said is to be deepened and otherwise improved; the harbour at Lake Timmah must be enlarged, and the bend in the canal at Ramlej must be removed in order to facilitate the navigation. These works would alone cost at least f.30,000,000. M. de Lesseps has sent his son to Constantinople to continue the negotiations on this question.

THE IRON TRADE.—According to accounts from Wolverhampton "foreign competition was never severer. Belgian spike and bolt makers have just undersold Staffordshire by £8 a ton in an East Indian order, and by £5 a ton in a Finland order, while makers in France have shamefully beaten us in an order just distributed by the London, Brighton, and South Coast Railway; yet operatives here are demanding large concessions from employers." Much the same story has been heard lately from various other centres of the trade; here and there there are partial exceptions, but, on the whole, there is a general complaint of inactivity, and a general impression that, to judge from the present aspect of affairs, the process of recovery will be slow. It might have been expected that the long duration of the strike in South Wales would have cleared the market; this, however, does not seem to have been the case; the "make" is still ahead of the demand, and from one place we even hear "it is feared whether the manufactured iron trade will not be disadvantageously affected by the recommencement of work in Wales." The rate at which competition has been overtaking us may be estimated from a single example—that of the United States, where the production of iron has been quadrupled within the last twenty years. Mr. Lowthian Bell, late President of the Iron and Steel Institute of Great Britain, recently stated before the Society the results of his visit to the iron mines and iron works of the United States, and the principal results of his observations are so instructive as to merit more attention than, perhaps, at the moment they received.

RUSSIA IN THE FAR EAST.—At last week's conference of the Society of Arts a paper was read by the Rev. J. Long on "The Russian Advance in Central Asia, and its Aspects, Commercial and Social, toward India and the East." The chief topics dwelt on were the importance of maintaining good relations between England and Russia in the East, the danger from their proximity that threatened to disturb those relations; the social influences of Russia as a slave or semi-oriental Power in the East, and its gradual effects in undermining the false civilisation of Mohammedanism; the feudal influences of Asiatic chieftains, and the necessity of England regarding Indian questions from an oriental as well as an imperial point. Information derived from Russian sources was given, and the past commercial relations between Russia and the East and on the proposed railway to unite Eastern China with Russia, *via* Mongolia and Central Asia, along the ancient trade route of the Black and Caspian Seas. The recent concession of a Tiflis and Teheran railway will facilitate this, and also serve as a basis for extending a railway line to the Indian frontier. The danger of the two great empires drifting into collision is so manifest and appalling, that it behoves us to be up and doing in all earnestness and without delay.

DR. GUNDETT'S Malayalam dictionary, which has just been published at Mangalore, on the Malabar coast of India, is a superbly-printed work, the Malayalam characters being rendered more clearly and uniformly than they have, perhaps, ever before, except in Dr. Burnell's subsequent pamphlets. It would be superfluous to praise the work, which is simply the result of the life-long labours of one of the ablest Orientalists who have made India their home. Dr. Gundert has done as much for Malayalam as Mr. C. P. Brown has for Telugu, Mr. Molesworth for Marhatti, Dr. Caldwell for the Dravidian languages, Mr. Hodgson for the Himalayan dialects, and Mr. Beames for the Prakrits.

THE GEOGRAPHICAL CONGRESS AT PARIS.—Lord Derby, in reply to Lord Houghton, stated that the Government had intimated to the Geographical Society their willingness to name as Commissioner to the approaching Geographical Exhibition at Paris any person whom that society might name, on the understanding that no expense was on that account to be borne by the public Exchequer. The Geographical Society did not think right to accept that offer, and he understood that they were now about to send out a gentleman on their own account.

WITH reference to the collision between the *Fusing* and the *Ocean* we learn by telegram that the Supreme Court of Shanghai has decided that the damages should be equally divided.

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THE WESTERN CHINA EXPEDITION.

THE Duke of ARGYLL, as long as he was at the India-office, steadily resisted all the pressure put upon him to charge his Government with the responsibility and expense of surveying a trade-route across the Burmese frontier through the hill-tribes into China. And, now that disaster has overtaken Mr. MARGARY, there are, doubtless, many who will maintain that the Duke was right. Be that as it may, it is too late to balance the chances of success against the risks of failure; to compare and examine the competing routes towards the same goal; or to discuss the value of the possible trade which might be attracted from Sze-chuan to Bhamo. So far as our information at present extends, our Government is taking the right course to avenge Mr. MARGARY'S death. Two of the English officials in China—competent men both—are to proceed with a Chinese Commission into Yunnan, and carry out an inquiry into the outrage on the spot, in order that the offenders may be punished. What the Peking authorities would like best, if they were not ashamed to say so, would be to drag up five or six criminals from Yunnan, execute them as the nominal authors of poor MARGARY'S death, and pay £50,000 compensation to the murdered man's family; the British Government on its side tacitly acknowledging the folly of wandering in search of roads among untameable bloodthirsty mountaineers, and desisting for ever from attempts to interfere with that valued Chinese monopoly—that jealously-guarded treasure—the trade into Tibet. But Chinese ways are not English ways; we cannot allow anybody to be done to death without preliminary inquiry; so let us hope that Messrs. GROSVENOR and COLBORNE BABER will get at the truth of the matter, and see retribution brought home to the really guilty parties. That the King of BIRMA had any hand in the disaster we discredit. Pecuniarily it is all to his advantage to draw commerce down through his realms. He has everything to dread from the displeasure of Great Britain, and he at least knows our power, and that he is not too far off for us to deal with him. Moreover, just now, when a dispute has been brewing about a bit of frontier line, to plant a treacherous outrage upon our survey party would not be exactly the course to secure a friendly and advantageous settlement. LEE SIE, the Chinese general, significantly so called, is announced as a recent visitor at Mandalay, the bearer of despatches from Peking. This mountain chief commands one of those border-tribes which the Chinese treat with a long-settled policy, and have entirely under their control. Useful men these frontier hill-men have always proved themselves to their Celestial patrons as stop-gaps to intrusion from the West, and it was LEE SIE'S nephew, so at least we believe, who headed the attack on Colonel BROWNE. Of course LEE SIE has since shown himself at Mandalay, and tried, by "despatches from Peking," to compromise the King of BIRMA. If he had been acting all along under Burmese, and not under Chinese, orders we may be quite sure that he would have done precisely the reverse; if the KING and he really laid the plot, LEE SIE would be skulking in his native jungle, and the King of BIRMA would be protesting that he was a wild desperado, outside Burmese jurisdiction, and that the whole blame must be laid at his door.

We feel very sure that whatever took place was entirely under secret instructions from China; the King of BIRMA'S complicity is merely a blind; the efforts of the Chinese officials will be exerted to conceal the truth, to raise doubts as to who ought really to be blamed, so that in the end no one may be punished. Thus the evidence provided at the local inquiry will all go to show that the attack was made by a few misguided savages, independent in their hill-fastnesses, and out of reach; while skilful attempts will all the while be resorted to that the current of suspicion may drift towards the Burmese Government. In the end, some one or other may possibly be punished; if nothing else serves, the local mandarin can be temporarily degraded, and there will of course be a pecuniary compensation paid; but the moral which the Chinese will seek to instil into our minds all through the proceedings is that no more foolhardy attempts should be made to pierce the jungles of these savage tribes. We sincerely hope that our Government will accept no such doctrine. Even if the undoubtedly great commercial interests at stake in this question are not sufficient inducement to us to persist in the work we have already taken in hand, we cannot afford to let the Chinese statesmen beat us by a resort to unscrupulous devices. Every check we submit to carries with it a loss of prestige, and whatever we lose in prestige must be made up for, sooner or later, by more costly and more forcible means. Successful in this instance, the Chinese will assuredly try the same game on us elsewhere when the occasion arises, and consequently we have but one statesmanlike and honourable course open to us—let a second expedition be at once set on foot to carry out the original instructions. We shall succeed this time, first, because those in charge of the party will not be so blindly and incautiously trustful of the natives and their friendly assurances; secondly, because when the Peking Government really sees that we are not to be deterred, that we really mean to carry the matter through, they will hardly think it worth while again to try and upset the train by laying a stone on the rail; or, in plain language, by sending a cowardly handful of ignorant savages to cut down one of the party when off his guard. To resume operations as soon as the cold season arrives is the one thing to be done; and as we notice a telegram—which, by the way, needs confirmation—that Colonel BROWNE has gone up to Shanghai, we may hope that the object of his journey is to consult with Mr. WADE, and make the arrangements necessary for a fresh expedition. Mr. ELIAS and Mr. ALLEN are said to be waiting orders at Rangoon. We cannot take leave of this subject without again dwelling on the importance—should any overland route to China be seriously contemplated—of strengthening our control over independent Burmah and her tributary Karen tribes. Great Britain alone can keep the road open, in a condition for traffic, free from robbers, and with no border chieftains to levy dues on commodities from stage to stage. Great Britain must, so to speak, take the road with her up to the Chinese frontier, and must, therefore, occupy, herself, a strip of territory sufficient for that purpose. Above all, we must urge that the commission stipulates that the original intentions of the expedition be carried out.

CHINESE ATTACK UPON KASHGAR.

It seems somewhat extraordinary that no definite and positive information should be in the hands of H.M.'s Government respecting the supposed intention of the Chinese to attack Kashgar, of which rumours are current both in Europe and in the Far East. In reply to a question put to him on the subject in the House of Commons by Sir C. DILKE, Lord G. HAMILTON, speaking on behalf of the India-office, stated a few nights ago that all the information which his department had, other than that which had been published in the newspapers, was contained in letters from Mr. SHAW, an officer on special duty at Kashgar, which had been forwarded in recent despatches from the Indian Government. In his first communication Mr. SHAW remarked that there appeared to be no immediate apprehension of a Chinese invasion, and in his second that it was currently reported that some chiefs had sent to the AMEER asking for assistance against Chinese attacks. This is all that our Government has to tell us on a not unimportant

matter, for, in answering another part of Sir C. DILKE'S question, Lord G. HAMILTON further stated that he had referred to the Foreign-office, and had ascertained that that department "had received no information relative to a "Chinese attack upon the dominions of the Ameer of KASHGAR, and that no instructions had been sent to "Peking." We are bound to say that this strikes us as a little odd, for surely some trustworthy intelligence might have been procured at Peking at the expenditure of a very small amount of diplomatic ability and energy on the part of our representative. As regards Mr. SHAW'S communications, his second statement may possibly be explained by the St. Petersburg telegram of May 11, which informed us, on the authority of the *Turkestan Gazette*, that the Chinese commander-in-chief, with the forces under his orders operating against Kashgar, was expected to reach Shikho at the beginning of April, in order to besiege Manasse, and that at the same time another body of Chinese troops would commence operations against Urumtsi. Judging by all that we have recently been able to glean respecting the position of affairs in Eastern Turkistan, it seems a fair inference that the chiefs to whom Mr. SHAW alludes are those of the Tungans, who form the mainstay of YAKOUB KHAN'S power on the side of China. It will be within the recollection of our readers that we called attention to this very phase of the matter even before the arrival of the above-mentioned telegrams from St. Petersburg, our words being, "It is stated that the troops stationed at Barkul and Hami "will soon be set in motion against Kashgar, while others "are preparing to march against the Tungans of Umrutsi "and Manasse." Under all the circumstances of the case, and presuming, of course, that the Russian sources of information are trustworthy, it seems inevitable that some severe collision must take place during the present summer between the armies of Kashgar and China, and who can foretell what will be the result?

THE CESSION OF SAGHALIEN.

A FORTNIGHT ago we published a telegram from St. Petersburg to the effect that a convention had been signed there, by which Japan had agreed to cede to Russia her portion of the island of Saghalien, but no mention was made of the terms on which the cession had been made. Sir C. DILKE, however, who takes a very useful interest in matters relating to the Far East, has put a question on the subject in the House of Commons to the Under-Secretary of State for Foreign Affairs, and has elicited definite information as to what at first sight appeared a one-sided and rather mysterious contract. According to Mr. BOURKE'S reply, the Japanese Minister in London has informed our Government that by the Convention of May 7 Japan is to receive in exchange for her portion of Saghalien the Kurile Islands, eighteen in number, which lie to the north of Japan. We think that the Japanese have exercised a wise discretion in consenting to give up to Russia their rights, whether supposed or real, over the southern part of this long, straggling island, for the joint occupation of it by the two Powers must inevitably have led in the long run to difficulties and complications between them, the result of which it would not be a hard matter to forecast. Besides these prudential reasons, Saghalien is so placed as regards the Amoor territory that it certainly seems more natural and convenient that both should belong to the same Power. That the Russians will turn the island to much better account than the Japanese would ever have done there cannot be much doubt, and we already hear that its extensive coal-fields are to be worked by Russian engineers and miners, and that it is intended to employ for this purpose a large number of the convicts from Siberia. As regards her new possessions, the Kurile Islands, which extend from the northern shores of Yesso, across the mouth of the Sea of Okhotsk, to the Kamtschatka peninsula, it is not so easy to see what use they will be to Japan, but we suppose that it was only seemly that she should have a *quid pro quo*, and that Russia felt she could safely surrender them without doing herself any injury.

A STATEMENT has appeared in the City article of the *Daily Telegraph* to the effect that a Bill would be presented

to the National Assembly of France with a view of annulling the contract and subsidy for the various mail services now performed by the Messageries Maritimes. The expectation is that a much lower rate of subsidy will be established. The statements and figures put forward are all more or less erroneous; in the first place the Bill is a private one, presented by M. GUICHARD, and not by the Finance Minister on behalf of the Government. The contract with the Government does not cease in July next, but at that time it is open to "notice" or revision. The comparisons made between the Messageries and the P. and O. Company are manifestly too absurd to require any refutation. As usual, the *Daily Telegraph* has drawn its own sensational conclusions, and stated them as facts.

THE report of the Directors of the P. and O. Company, which will be found in another column, announces that the working of the service for the half-year does not warrant the payment of any interim dividend. We are not surprised at this, and shareholders who are familiar with the ruling rates of freight to the East, will be able to appreciate the enormous reduction in the earnings of the company, and will commend the conduct of the Directors in postponing the question of dividend.

THE P. AND O. COMPANY.

The P. and O. Company's Report, to be presented at the meeting on June 8, states:—

The directors regret to state that the result of the operations of the half-year is less favourable than it has been for many years. After deducting from revenue the current expenditure, and after making the usual reserves for depreciation and insurance, there remains a profit on the working account, but not such as to justify the directors in recommending the payment of an interim dividend at the ensuing meeting. The causes which have led to this diminished profit are, first, reductions in the mail subsidies; secondly, and more particularly, a deficiency in receipt on the Company's lines to and from Bombay. With regard to the first of these circumstances, the directors have in previous reports explained that the Australian subsidy is £40,000 per annum less than formerly, and that the Imperial subsidy is £20,000 per annum less, besides being now subject to deductions for heavy penalties for delay arising from bad weather and other causes of detention over which the Company has no control. The result is a diminution under the head of Subsidy in the revenue for the six months ended 31st March, 1875, amounting to £22,000 as compared with the same period of 1874. The falling off in the earnings of the Company's Bombay Lines, outwards and homewards, as compared with the same period of 1874, is more serious, and to account for the unfavourable position of this Service, it is necessary to give some particulars of its working.

As most of the proprietors are aware, the Company maintains a weekly communication between Bombay and London, with a branch service to Brindisi and Venice. The bulk of the Bombay trade, taking the outward as well as the homeward business, is compressed into the period from October to April; and during the other five months of the year, from May to September, the shipments from either side are generally of a limited character, and the number of passengers small. It follows that the Company's steamers must run at a loss during this latter season of the year, when it is no uncommon thing for the steamers to be only half full of cargo, and to have but ten or twelve passengers on board. Against the loss thus incurred the Postal Subsidy can only be a partial set off. The busy season is therefore expected to leave such a profit as to recoup the loss entailed during the other months of the year; but during the past busy season the freights have been considerably lower than at any former period.

It will convey some idea of the condition of this trade to state, that outward freights from London to Bombay were seldom more than 25s. per ton between October and March this year, and that frequently steamers competing with the company were receiving goods in Liverpool at rates equivalent to 15s. per ton free on board at that port. A rate of 25s. in London only leaves 15s. for the 6,000 miles voyage to Bombay after deducting the charge for passing the Company's Steamers through the Suez Canal. But even at this freight it was frequently impossible to fill up the vessels, and when this could be foreseen the vacant space in the holds was filled with coals.

With regard to homeward freights from Bombay the comparison with last year also shows an unfavourable result. The Company has had to accept on the average about 20s. per ton lower freight than for the corresponding six months of 1873-1874, and the rate was then low. Upon the cargo tonnage despatched by the Company from Bombay in this period this depreciation represents a heavy amount. It may cause surprise that a trade of this kind has been carried on by private ship-owners. But the fact is, that very few of the vessels competing with the Company on the Bombay line can be considered as regular traders. They are to a great extent chartered on speculation by European and Native firms to bring home cotton, and whatever loss they sustain is probably widely divided. A further disadvantage with which the Company had to contend last season was that the Austrian Lloyd's Company of Trieste, and the Rubattino Company of Genoa, respectively supported by the Austrian and Italian Governments, each ran a fortnightly line to Bombay during the four best passenger and cargo months of the year, namely, from January to April, and reduced their service to a monthly line when trade became slack. This arrangement necessarily interfered with the Company's freights, but as far as the passenger trade was

concerned, which these lines might be expected to affect, it is satisfactory to note that the Company took on the whole more passengers from Bombay than during the corresponding period of the previous year. On the Company's other lines there have been some variations, and there has been a general want of elasticity everywhere, owing to a prevalent dullness in trade; but the loss or gain in the other branches of the Company's operations, besides those above indicated, would not have materially affected the profit and loss account for the period in question.

The *Behar* has been sold in Japan; and the *Candia*, built in 1854, being no longer suited for the Company's requirements, has been disposed of. The *Deccan* has received new engines and boilers of 600 horse-power, constructed by Messrs. Hawthorn and Co., of Newcastle-on-Tyne, and in addition to a thorough overhaul of her hull, a large poop has been added to the vessel by Palmer's Shipbuilding Company, which increases the cargo capacity by 500 tons. The *Deccan* has returned from her first voyage to Calcutta after these alterations, and the result shows that the new engines effect a daily saving of twenty tons of coals, while maintaining the same rate of speed as before. The *Poonah* has also been fitted with new engines, which are duplicates of those supplied to the *Deccan*, and by the same engineers, and has returned from Newcastle to Sunderland in order to finish the shipwrights' work connected with the lengthening of the vessel 80 feet, which has been successfully completed by Mr. James Laing since the date of the last Report. These alterations will enable the ship to carry 1,000 tons additional cargo, and sixty more first-class passengers than she did formerly, and she is expected to be ready for sea in July.

The *China*, after receiving new boilers, has been at work since January last, and her performances are satisfactory. The *Bangalore* has recently been placed in the hands of Messrs. Denny and Co., to have her engines compounded and to receive the addition of a poop, which will considerably increase her freight capacity and improve her passenger accommodation. The Directors have entered into a contract with Messrs. Humphreys and Tennant to supply the *Travancore* with new engines and boilers of 400-horse power, which will increase the speed and capacity of that vessel and, at the same time, materially reduce her consumption of fuel. With the same object a contract has been entered into with Messrs. James Howden and Co., of Glasgow, to supply new engines of 450-horse power to the *Tanjore*. These contracts are for engines and boilers of the newest and most economical type. That such improvements are also absolutely necessary has been repeatedly pointed out in former reports.

MAIL AND GENERAL SERVICES.

Under this head the directors are enabled to report the safe navigation of the Company's steamers, during a winter of such severity as has not been experienced for many years. That some damage should be suffered by the Company's fleet under such circumstances might almost be anticipated, particularly as the new contract, with its absolute penalties, requires the utmost efforts to be made in prosecuting the voyages under all conditions of weather. The directors are, however, happy to state that no damage has been sustained of such consequence as to entail a charge on the Proprietors' Underwriting Account.

HOME AND FOREIGN ESTABLISHMENTS.

In their last report the directors fully explained the circumstances which had necessitated two important changes in the working of the Company, viz.: the adoption of the Suez Canal route for the main lines to India, and the substitution of London for Southampton as the terminus of these lines. In pursuance of these alterations, the directors have since effected considerable reductions in their establishments, more particularly at Southampton and at Alexandria and Suez. The double mode of working the Company's traffic, both by canal and railway, still necessitates a considerable staff in Egypt, but it is estimated that the cost of the establishments hitherto maintained in that country will be diminished by nearly £10,000 per annum. At Southampton the establishment has been reduced to a minimum, and the saving there effected will not be less than £12,000 per annum in all departments. In carrying out this duty, the directors have had to assume the painful task of dispensing with the services of old and faithful officers, some of whom had been more than thirty years in the Company's employment. In dealing with such cases, the directors have granted either gratuities or pensions calculated upon a scale adopted in similar cases by various joint-stock companies in this City, and they trust that their action in this respect will meet with the approval of the proprietors.

The directors consider it right to mention, more particularly, the case of Mr. Andrew Lamb, the Company's Superintending Engineer, to whom, subject to the approval of the proprietors, they have granted a retiring allowance of £500 per annum, being at the rate of half the salary which he had received for many years. Mr. Lamb was not only the practical Engineering Superintendent at Southampton, but he had a general charge for more than thirty years of that department throughout the Company. In that capacity he held one of the most important offices in the service, and he also acted as the referee of the Board on all questions connected with machinery. His career in this Company dates from its foundation, he having previously served in the same position in the Peninsular Company, and the Board now gladly take this opportunity of recording their high appreciation of his merits, and his unflagging zeal for the interests of the proprietors.

Consequent on the radical change in the service of running the main lines *via* the Suez Canal, the majority of the ships will in future have their wages paid and be stored and repaired in this country instead of in India as hitherto. Although this alteration was foreseen and provided for to a certain extent before the Canal Contract was arranged by reductions at the principal foreign agencies, such as Calcutta, Hong Kong and Bombay, the directors have still important changes in progress both on shore and afloat, in addition to those now specified. Such changes must necessarily occupy some time in being carried out, and a longer period must elapse before their effect can be felt in the financial working of the Company. But as the object is to concentrate as far as possible the expenditure of the Company in this country, instead of its

being spread throughout the East, as has hitherto been inevitably the case, and also to put that expenditure more on a level with an European than an Indian service, the directors trust hereafter to report an improvement in the Company's position arising from these arrangements.

FLEET OF THE P. AND O. COMPANY.

	Tonnage.	Horse power. Nominal.	
1. Australia ...	3,663	600	
2. Avoca ...	1,482	250	
3. Baroda ...	1,874	400	
4. Bokhara ...	2,932	450	
5. Cathay ...	2,982	450	
6. China ...	2,016	400	
7. Deccan ...	3,429	550	
8. Delhi ...	2,178	400	
9. Geelong ...	1,834	250	
10. Golconda ...	1,909	450	
11. Gwalior ...	2,725	450	
12. Hindostan ...	3,113	600	
13. Hydaspes ...	2,984	450	
14. Indus ...	3,470	500	
15. Kashgar ...	2,621	450	
16. Khedive ...	3,742	600	
17. Khiva ...	2,609	450	
18. Lombardy ...	2,723	450	
19. Malta ...	1,942	500	
20. Malwa ...	2,933	450	
21. Mirzapore ...	3,763	600	
22. Mongolia ...	2,833	530	
23. Mooltan ...	2,257	450	
24. Nizam ...	2,725	450	
25. Pekin ...	3,777	600	
26. Peshawur ...	3,781	600	
27. Simla ...	2,441	630	
28. Sumatra ...	2,488	450	
29. Sunda ...	1,704	300	
30. Surat ...	3,141	530	
31. Teheran ...	2,589	400	
32. Thibet ...	2,593	400	
33. Venetia ...	2,726	450	
34. Zambesi ...	2,431	370	
35. Ceylon ...	2,111	450	
36. Nubia ...	2,096	450	
37. Pera ...	2,119	450	
38. Ellora ...	between Melbourne and Sydney. 1,727	300	Australian Service.
39. Bombay ...	1,327	275	
40. Malacca ...	1,709	300	
41. Masilia ...	1,640	400	
42. Orissa ...	1,647	300	
43. Adria ...	1,225	110	
44. Columbian ...	2,283	500	
45. Poonah ...	2,152	600	
46. Travancore ...	1,900	400	
47. Bangalore ...	2,063	500	
48. Tanjore ...	2,245	400	
	118,654	21,295	
	STEAM TUGS.		
49. Ansari ...	146	40	
50. Gabari ...	34	20	
51. Timsah ...	271	120	
52. Pauline ...	20	14	
53. Sirsar ...	55	30	
54. Parell ...	24	12	
55. Colaba ...	145	60	
56. Howrah ...	70	25	
57. Bandora ...	128	20	
58. Sewree ...	128	20	
59. Saada ...	99	60	
60. Dragon ...	89	24	
61. Stork ...	31	15	
	1,240	460	
	CARGO AND COAL HULKS.		
	Tonnage.		
62. Fort William ...	1,800	—	Hong Kong.
63. Larkins ...	1,000	—	King George's S.
64. Tiptree ...	1,617	—	Yokohama.
	4,417		

THE MESSAGERIES MARITIMES SERVICE.

The following is the statement in the *Daily Telegraph* to which we allude in another column:—

It may be some consolation to the P. and O. Company, under the unfavourable circumstances stated in the report they have just issued, to learn that one at least of the rival lines trading to the East is likely to lose much of the peculiar advantage it has hitherto enjoyed in the possession of an enormous subsidy. It appears that the French Government has presented to the Assembly a Bill to terminate the contract with the Messageries Company for the conveyance of the mails in the Mediterranean and the Black Sea, as well as to *Levia* and *China*, the right to take this course coming into operation on the 22nd of July next. The preamble of the Bill, as we learn from the Paris

correspondence of the *Economist*, makes a comparison between the contract of the P. and O. Company with the English Government, and that of the Messageries with the French Government. The former, for a service of 1,171,092 miles, receives £430,000, while the latter, for 631,514 miles, or little more than half the distance, is paid, at present, exactly £399,838. The profits of the companies were in the same proportion—thus in 1873 those of the Messageries amounted to 19 per cent., of which 9 per cent. went to the shareholders and 10 per cent. to reserve, which at the end of that year amounted to £2,320,000, for a capital of £2,400,000 only; while the English company had never until the last two years made profit of more than 6 per cent., and had only a reserve of £400,000, including that for insurance. Accordingly it is proposed to put the mail services performed by the Messageries up for tender, satisfactory results having accrued from a similar course in other cases; and, moreover, the reduction of the subvention is expected to do good by opening the way to a healthy rivalry in the carrying trade to the East. Should M. Léon Say have the opportunity of seeing the last report of the P. and O. Company he will find additional grounds for declining to continue the payment of extravagant subsidies. Whatever reason there may originally have been in fostering this particular maritime enterprise, it is now clear that the grant of a heavy bonus for other than services rendered in the conveyance of mail only tempts the subventioned company to carry goods at rates that are ruinous to private traders. By cutting down the subsidy to an amount fairly equivalent to the work done, the French Government will accomplish an important administrative economy, and the motives to indulgence in extreme competition will be taken away, since the duty of the Messageries directors to their shareholders will then oblige them to seek freight on terms that will at least yield a small profit, even although, as is not unlikely, that and should only be obtainable by a transfer of shipping facilities from one market to another less overstocked.

Monetary and Commercial.

The report of Reuter's Telegram Company for the year ending 31st December last states that the net profits, after payment of current charges, writing off bad debts, and deducting rebate on unexpired subscriptions, amount to £6,330, including £245 brought forward from the last account. The usual interim dividend of 2½ per cent. was paid in October last, and the directors now declare a further dividend of 8s. per share, equivalent to 5 per cent., free of income-tax, making a total distribution of 7½ per cent. for the year.

In consequence of the continued rumours in regard to the stability of Messrs. David Sassoon, Sons, and Co., of London, Bombay, and China, the partners have announced that they are prepared to retire all their acceptances. This will assuredly be a complete answer to the rumours, and the partners have acted wisely in stopping the injurious reports which have been current for some weeks.

The suspension is announced of Mr. Alfred E. Westbeech, of Fenchurch-street, merchant, with liabilities amounting to £75,000, of which it is expected about £40,000 will run off or be covered by securities. The value of the assets cannot yet be ascertained. The business has been in existence seventeen years, and the failure is stated to have been occasioned by the rapid fall in prices in China.

A meeting of the creditors of Stephen Henry Emmens, of 8, Old Jewry, merchant and banker, trading as Emmens Brothers and Co., was held Thursday at the Cannon-street Hotel, when a statement of his affairs was submitted and read by Mr. James Cooper, of the firm of Johnstone, Cooper, Wintle, and Co., public accountants. The liabilities were stated at £89,000, with assets, principally in mines and shares (subject to realisation) amounting to £109,000. Liquidation by arrangement was resolved upon, and Mr. Cooper was appointed trustee to act with a committee of inspection chosen from the general body of creditors, Messrs. Crook and Smith being the solicitors to the proceedings.

The creditors of Messrs. Siordet and Co., who recently failed for £400,000, have unanimously agreed to accept a composition of 12s. 6d. in the pound, payable in three instalments. The resolution to that effect has been duly signed by a Registrar of the Bankruptcy Court.

During the week ended the 22nd inst. the deliveries of tea from the bonded warehouses in London amounted to 2,809,437lb., of which 1,643,625lb. were for home consumption, 589,130lb. were removed coastwise, 498,981lb. were exported, 74,708lb. were sent coastwise for export, and 2,993lb. were for ships' stores. The duty received during the week, which consisted of only five working days, was £41,091.

The directors of John Brown and Co. (Limited), Atlas Steel and Iron Works, Sheffield, at their meeting yesterday decided to recommend a dividend of 10 per cent. for the year ending the 25th of March last, less income-tax and the interim dividend paid in December, 1874.

Bar Silver has been sold at 56½d. per oz., the lowest price Silver has yet touched. There have been a few small parcels of Mexican Dollars received during the week, they have not been sold; the market is very quiet, and 56d. per oz. is the nearest quotation we can give.

BANK AND MISCELLANEOUS SHARES.

Shares.		Paid.	Closing Prices.
JOINT-STOCK BANKS.			
£10	Agra...	All	8½ to 9
25	Bank of Egypt...	All	46 to 48
20	Chartered of India, Aust., and China...	All	15 to 16
35	Chartered Merc. of India and China...	All	21½ to 22½
20	City...	10	13½ to 14½
100	Colonial...	80	60 to 62
500fr.	Comptoir D'Escompte de Paris...	All	586 fr.
Th. 300	Deutsche...	All	Th. 162
£284	Hong Kong and Shanghai...	All	20 to 22
50	Imperial...	15	18½ to 19½
50	London and County...	90	65½ to 66½
50	London Joint-Stock...	15	52½ to 53½
100	London and Westminster...	90	75 to 77
35	Oriental...	All	45 to 46
50	Union of London...	15	45½ to 46½
TELEGRAPH COMPANIES.			
10	Eastern Extension Australia and China...	All	7½ to 7½
10	Eastern Telegraph...	All	6½ to 7½
10	Great Northern...	All	9½ to 10
25	Indo-European...	All	19 to 21
10	Mediterranean Extension...	All	3 to 3½
12	Telegraph Construction Company...	All	25½ to 25½
30	India-rub., Gutta-perc., & Teleg. Works...	All	19 to 21
8	Reuter's...	All	12½ to 12½
INSURANCE COMPANIES.			
100	Alliance Marine...	25	
30	British and Foreign Marine...	4	
30	Commercial Union...	5	5 to 6 pm.
30	Globe Marine...	4	1½ to 0½ dis.
50	Home and Colonial Marine...	5	
10	Imperial Marine...	3	
20	London and Provincial Marine...	2	par to 2 pm.
10	Merchants' Marine...	2	3 to 1 dis.
50	North British and Mercantile...	8½	31 to 33
25	Ocean Marine...	5	4 to 6 pm.
30	Thames and Mersey...	2	3½ to 4 pm.
50	Union Marine, Liverpool...	10	
30	Universal Marine...	5	4 to 5 pm.
TEA COMPANIES.			
50	Assam...	20	50 to 52
30	British Indian...	All	6½ to 7½
30	Darjeeling...	All	17 to 19
10	Eastern Assam...	All	44 to 5
20	Jorehaut, Limited...	All	50 to 55
30	Do...	14	16 to 17 pm.
10	Leibong...	All	14 to 15
10	Upper Assam...	All	1½ to 2½
MISCELLANEOUS COMPANIES.			
30	Ceylon...	All	13 to 15
30	Do...	10	6½ to 5½ dis.
20	Do...	5	
50	Colonial...	20	11 to 9 dis.
5	Credit Foncier of England...	All	34 to 3½
10	General Credit and Discount...	7½	8½ to 8½
10	Hong Kong Gas...	All	14½ to 15½
10	International Finance...	5	1½ to 1 dis.
25	National Discount...	5	9½ to 10½
500fr.	Messageries Maritimes of France...	All	580 fr.
£50	P. and O. Steam...	All	43 to 46
50	Do...	10	5 to 3 dis.
100	Royal Mail Steam...	60	69 to 73
400fr.	Suez Canal...	All	685 fr.
	Amoor River Navigation Six per Cent...	—	50 to 60
£98	Japan Loan, 9 per cent. ...	All	109 to 111
92½	Do. 7 per cent.	All	103 to 105

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, and 25, Cockspur-street, Pall-mall.

Messageries Maritimes (Head Office in Paris), 97, Cannon-street, and 51, Pall Mall.

Netherlands India Steam Navigation Company, 18, Austinfriars.

Hong Kong and China Gas Company, Gresham House, J. C. Walduck, secretary.

Singapore Gas Company, 8, St. Mary Axe, Robert King, Secretary.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street-square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, 4, Fenchurch-street.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, manager.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, M. P. Jukes, manager, 82, Broad-street.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Leadenhall-street.

China and Japan Marine Insurance Company, Robert Benson and Co., agents, 8, King's Arms-yard, Moorgate-street.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 22, Fenchurch-street, William Martin, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Macartagart, Tidman, and Co., agents, 34, Leadenhall-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.
 Chartered Bank of India, Australia, and China, Hatton-court, Thread-needle-street, J. H. Gwyther, manager.
 Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.
 Comptoir d'Escompte de Paris, 144, Leadenhall-street.
 Deutsche Bank of Berlin, 50, Old Broad-street, G. Pietsch, manager.
 Bank of Rotterdam, Union Bank of London, agents, Princes-street.
 Hong Kong and Shanghai Banking Corporation, T. Jackson, acting manager, 32, Lombard-street.
 National Bank of India, R. O. Sawers, chief manager, 80, King Wil-
 liam-street.
 Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* * * Companies omitted in the above list will be included if the particulars are forwarded.

ARTICLES OF IMPORT.

Commercial transactions have suffered considerable interruption from the Whitsuntide holidays, and subsequently from the Epsom races. Public sales have been of less extent, and the total amount of business is moderate. Tea and Silk continue quiet. Sugar has declined. The continued heavy supplies of Coffee have caused a slight reaction, but prices are not lower than a fortnight ago. A further reduction in Rice has led to larger sales. In Hemp more business has been done. Spices are generally slow of sale, but prices exhibit only slight deviations. Extensive auctions of Coir Goods went off slowly, prices being frequently cheaper. Cutch and Gambier are in better request and Straits Tin is 10s. per ton higher.

TEA.

Messrs. Arthur Capel and Co.'s Circular says:—Business has been on a very limited scale, but with the exception of Green Teas and new season's new-make Congous there is no alteration to be quoted in prices. In the public sales during the fortnight 13,966 packages have been offered, of which 12,828 packages have been printed and sold without reserve. The deliveries for the fortnight, as compared with last year, are as follows, viz. :—

	1875. lbs.	1874. lbs.
Home Consumption ...	3,709,616	3,739,279
Coastwise ...	1,293,640	1,281,965
Exports ...	1,253,886	1,066,945
	6,257,142	6,088,189

Congous.—Red-leaf kinds: Siftings are scarce, and full prices are obtainable. Broken-leaf kinds from 9½d. to 10d. per lb. have been saleable; fair to good common have been dull of sale from 10½d. to 11½d. per lb. Fair Kaisow kinds from 1s. 1d. to 1s. 4d., good from 1s. 5d. to 1s. 7d., and fine from 1s. 8d. to 1s. 9d. per lb., have been in steady request, the supplies on offer being limited; finest meet with a slow sale from 1s. 10d. to 2s. per lb. In Pak Lin kinds there is no alteration. Black-leaf kinds: Common remain much as before, at 10d. to 10½d. per lb., the fair grades from 11d. to 1s. 1d. per lb. are difficult of sale, even at the reduced prices established. Fair to good medium from 1s. 2d. to 1s. 5d., good to fine from 1s. 6d. to 1s. 10d., show no change. In finest there have been but few sales. Canton-make kinds: Old season's remain as before; in new sales have been made from 1s. 3½d. to 1s. 8d. for fair to good and fine, being a further decline. Oolongs show no material change. The few sales of Souchong have been at about previous prices. **Scented Teas.**—Canton Capers: Although there has been less offered at public auction the prices of common to fair kinds show no improvement; the better kinds remain steady, but with only a limited demand. Orange Pekoes: The demand continues fair at former prices. Foochow Capers: The few sales made have been without change in prices. Orange Pekoes: Common kinds have sold ¾d. per lb. lower, but there has been rather more inquiry for fair to good qualities. **Green Teas.**—The supplies are still in excess of the requirements of buyers. Privately it is very difficult to make sales. At public auction large quantities continue to be offered, and the prices show some irregularity, but generally ruling in favour of buyers.

SILK.

There is no alteration to notice in the position of the market. China Silk of the lower descriptions is still current of sale, and prices are well maintained. Cantons remain quiet. Japans are in moderate request, but recent sales show a slight decline in prices. Deliveries, 1st to 26th inst. inclusive:—China, 8,005 bales; Canton, 498; Japan, 357; total, 8,860 bales.

LONDON QUOTATIONS—MAY 25.

CHINA.		
Tsatie, No. 1	...	20s. 6d. to 21s. 0d.
" No. 2	...	19s. 6d. to 20s. 0d.
" No. 3	...	17s. 6d. to 18s. 6d.
" Red Peacock	...	15s. 0d.
Yuenfan and Hainan, Nos. 1, 2, and 3	...	13s. 0d. to 14s. 6d.
Taysam Keying, Nos. 2 and 3	...	13s. 0d. to 15s. 0d.
Long Reel	...	10s. 0d. to 11s. 6d.
Canton	...	11s. 6d. to 16s. 0d.
Chinese Thrown	...	13s. 0d. to 14s. 0d.
JAPAN.		
Maibash and Sinchu, Nos. 1, 2, and 3	...	14s. 6d. to 19s. 0d.
Idah	...	(none)
Sodai	...	(none)
Oshiu, Nos. 2 and 3	...	16s. 6d. to 18s. 6d.
Koshu	...	(none)
Kichizen	...	(none)
Maashita	...	(none)
Hatchoji	...	(none)

CUTCH remains firm, and by private contract sales have been effected at steady rates, including 800 boxes Pegue (from Calcutta) at 23s. 9d., and 300 cases (Cock mark) at 24s. At auction 1,000 boxes fair Pegue of the mark Flag BB just arrived from Rangoon were all sold at former prices at 23s., a few lots 23s. 3d., also 34 boxes and 2 tons loose ditto at 24s. 1,000 boxes fine fresh Pegue from Calcutta were bought in at 24s.

COIR GOODS.—The supplies at the periodical auctions were excessively heavy, comprising—Yarn 5,536 bales 265 tons, Fibre 1,581 bales 90 tons, and Rope 47 tons. The demand for Yarn was slow, but as holders were willing sellers nearly the whole was disposed of; the small proportion of good to fine qualities sold readily at full to rather dearer rates; coarse kinds of good colour also sold steadily, but mixed qualities were generally cheaper, common to the extent of 20s. per ton; roping, of which a larger supply was offered, was also 20s. lower. Good qualities of Fibre sold well, but medium were dull of sale and chiefly bought in, and inferior sold again lower. Rope was all sold, heavy at the recent advance, but medium sizes again easier. Ceylon Yarn sold, ordinary to good ordinary at £20 to £23 10s., medium to good medium at £24 15s. to £28, good to fine make and colour at £30 to £39, superior ditto at £46 to £46 10s., one lot roping at £24 10s. per ton. **Kitool Fibre:** 212 ballots 100 bundles (2 tons) Ceylon partly sold at 9½d. per lb.

CHINA PRESERVES.—150 cases 20 casks ginger were bought in at 6½d. per lb.

COCOANUT OIL.—Although no alteration has taken place in prices there has been no improvement in the demand, at £43 10s. to £44 as to packages for fine Cochon, whilst medium offers at 42s. Ceylon in pipes is quoted, old at £37 10s. and new at £37 15s., puncheons £38, up to £38 10s. for hogsheads.

CAMPOR.—Although there have been large arrivals of China the market has been steady; about 150 cases have been sold at 70s. and a few at 72s. 6d. At the close there are sellers at 70s. per cwt.

DRAGON'S-BLOOD.—The market has been quiet; of 20 cases at auction, only a few sold; Reed at £11 7s. 6d. to £11 10s. per cwt.

ESSENTIAL OILS.—Sellers very firmly held; about 20 cases sold at 9s. 6d., and 40 cases afloat at the latter figure. *Cassia* continues dull and very plentiful, few cases sold at 4s. 5d. *Nutmeg* also dull and plentiful; of 17 cases few sold at 7d. *Lemon Grass* quiet and easier; of 166 cases a small proportion sold at 2½d. to 2½d. *Cinnamon* too plentiful, and no buyers, except at much lower prices; 7 cases Leaf mostly sold at 3d. to 3½d. per oz. *Citronelle* quiet; and of 28 cases one-fourth sold at 1½d. to 1½d. per oz.

EBONY.—Value unchanged: 10 tons good to fine Ceylon sold at £10 to £14 15s.

GALLS have continued dull; at auction of 160 cases China 20 cases good sold at 52s. 6d., being again easier. Privately 200 cases China have been sold at 51s. 6d. to 52s. per cwt.

GUNS.—*Benjamin* again easier and quiet; of 150 cases offered at public sale a few only sold—fair to fine Sumatra seconds at £10 to £12; false packed at £8 to £8 10s. *Copal* easier; 715 cases, &c., at auction retired, and mostly sold privately, at a price not allowed to transpire, and further lots more recently. *Damar* very steady and firmly held; and 227 cases good Batavia sold at auction at 59s. 6d. to 60s. 6d. per cwt. *Gamboge* easier, and of 61 cases one-fourth sold at £11 to £11 17s. 6d. for fair to good pipe, a little run.

GUTTA-PERCHA continues very quiet.

GAMBIER has been in good demand at fully previous quotations; on the spot about 250 tons have been sold at 25s. 4½d. to 25s. 6d. ex ship and ex quay and ex warehouse. For arrival 100 tons January-February sailing have been sold at 25s. 6d., 15 tons per steamer now due at 25s. 3d. ex ship, all faults. At auction 720 mats pale free cubes bought in at 42s. to 43s. per cwt.

HEMP.—There has been more demand for Manila, and sales to the extent of 2,000 bales have been effected at steady rates, fine brown at £28 10s., barely fair at £29 10s., fully fair £30 10s., good Zebu at £32 5s. to £32 10s. At auction of 369 bales Manila 69 bales fine brown sold at £28 10s. to £28 15s., the remainder being bought in at £33 per ton.

INDIARUBBER.—A manifest improvement has taken place in the market, and in these descriptions sales of Borneo have been made at 1s. 3½d. to 1s. 4d. per lb.

ISINGLASS.—The auctions included 47 packages Penang, which were for the most part sold—leaf, good thick dark, 4s. 6d.; thin pale, 4s. 11d. Pipe, middling to fine, 3s. 8d. to 4s. 7d.; ordinary, 2s. 9d. Purse, good to fine, 1s. 4d. to 1s. 8d. These prices are the turn easier.

JAPAN WAX.—A very limited business has been done at the previous value. Of 19 boxes fair saucers at auction 10 boxes sold at 52s., 18 boxes good bold slab were bought in at 53s. per cwt.

MUSK.—The market has been steady; of 50 caddies Tonquin Pod two-thirds sold; very damp to dry selected pods at 38s. to 40s.; rough and bally 15s.; wet pickings 20s. 6d. per oz.; 7 tins Grain were quitted privately before the sale.

ORCHELLA.—Ceylon is very scarce, higher and wanted; 326 bales at auction sold in the room, and subsequently at 42s. to 50s. per cwt. for good to fine quality.

PLUMBAGO.—At auction 243 barrels Ceylon were nearly all sold at steady rates, good fair rather earthy to fine bright small lump at 16s. 6d. to 18s. 6d., fine chips 11s. 6d. to 11s. 9d., good dust 9s. to 9s. 6d.

PEPPER.—*Black* has continued dull, with very limited sales, and is a shade easier. Singapore has realised 5½d. to 5½d., closing with buyers at 5½d.; Penang has been quitted at 4 15-16d. to 4½d. privately; of 1,050 bags in public sale, two-thirds sold; Singapore grey at 5½d. to 5½d.; Penang at 4½d. Afloat, nothing of consequence done. *White* has continued quiet, with small trade at 7½d. for fair, and of 400 bags offered, only a few sold at that price.

RICE.—The market has continued flat, but as holders have accepted a further decline of 1½d. to 3d. for floating cargoes, a larger business has resulted; at the same time there is little demand at the close. On the spot the sales consist chiefly of soft grain kinds for transhipment

to Liverpool, there being only a limited demand for any kind at this port. The quotations on the spot are Bengal, good to fine new 11s. 6d. to 12s. 9d., old 10s. 1½d. to 11s., Ballam 10s. 6d., old Rangoon 8s. 4½d., new ditto per J. Drake 8s. 10½d., old Bassein 8s. 3d., and Japan 8s. to 8s. 6d.

Spices.—*Cassia Ligna*: Market steady, and about 300 cases sold at 5½s. 6d. for unworried. *Buds*: Small sales at £5 5s. *Cloves*: Market steady, but quiet; 158 bags retired but subsequently quitted. *Ceylon Cinnamon*: Market steady; the periodical sales are fixed for the 31st inst. *Mace* dull; of 55 cases, few only sold; good at 2s. 10d., fair 2s. 3d. to 2s. 6d., middling 2s. *Nutmegs* steady, but quiet; of 26 casks and cases at auction, a few sold, 82's at 3s. 5d. to 3s. 6d., 110's at 2s. 8d.

SAGO.—Market quiet; in auction of 797 bags small pearl 380 bags were sold at previous rates—fair to good at 17s. 6d. to 18s., the remainder bought in at 18s.

Soy continues firm; 100 casks China have been sold at 2s. to 2s. 1d. per gallon.

STICKLAC.—Siam is rather easier; about 200 cases sold privately at £5 12s. 6d. per cwt. for fine quality, but 185 cases at auction retired. **SAPANWOOD** has been very firm; 7 tons Manila realised £10 10s. to £10 12s. 6d. per cwt.; 8 tons Ceylon were withdrawn.

TAPIOCA.—Flake quiet; and of 890 bags offered, 400 sold; fine at 2½d. Pearl easier; 330 bags sold; Bullets 20s. 6d. per cwt.; fine small 22s. 6d.; medium 19s. 6d. to 20s.

TIN.—During the week the quotation for Straits has advanced to £85 per ton, but at the close it has receded to £83 to £83 10s. Banca stands at £38 and Billiton at £83, showing no change.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Business may be said to have been quite suspended during the 18th and 24th inst., on account of the holidays, and even since there has been but a scant attendance of both buyers and sellers, and the transactions have been of a very limited character. Steadiness as regards prices has, however, been maintained, and last week's rates ruled. Beyond a little more inquiry for the common descriptions of Grey Shirtings, 6, 7, and 8½ lbs., there is little to notice, the demand, generally, being quiet, but producers steadily maintaining their quotations.

QUOTATIONS FOR CHINA GOODS.

Description.	lbs.	Count.	Reference	Price.	this time last year.
Grey Shirtings ... 39 in...	7	14x13	37	6/9	7/4
Do. ... " ... 7	7	14x13	38	8/3	8/6
Do. ... " ... 8 4	8 4	16x15	39	8/3	8/9
Do. ... " ... 8 4	8 4	16x15	40	9/9	10/1½
Do. ... " ... 9	9	19x19	41	11/9	12/3
Do. ... " ... 10	10	19x19	43	12/7½	13/3
T-Cloths ... 32 in...	6	14x14	43	5/3	5/3
Do. ... " ... 6	6	15x15	44	5/7½	5/7½
Do. ... " ... 7	7	15x15	45	6/0	6/0
Do. ... " ... 7	7	16x16	46	6/4½	6/4½
Mexican ... " ... 7	7	18x18	47	6/6	6/7½
Do. ... " ... 7	7	18x18	48	7/9	7/9
Do. ... " ... 8	8	18x18	49	7/9	7/9
Do. ... " ... 8	8	18x18	50	8/9	8/9
Spots ... White...	—	—	51	10/7½	10/7½
Brocades ... " ... 15	15	—	52	10/10½	10/10½
Drills ... " ... 15	15	—	53	3½d.	3½d.
Do. ... " ... 15	15	—	54	3½d.	3½d.
Jeans ... " ... 8	8	—	55	8/4½	8/7½
Do. ... " ... 8	8	—	56	9/4½	9/0
Water Twist ... 16/24	—	—	—	28/32	—
Good Seconds ... 10½	—	—	—	12½	—
Best ditto ... 11½	—	—	—	13½	—

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From.	At.
May 19	Solway Queen	Williams	Batavia	Liverpool
21	Voorlichter	De Willegen	Java	Amsterdam
19	Mandalay (s.)	Wilson	Rangoon	Greenock
19	Oriana	Collins	Sourabaya	Havre
20	Atalanta	Davis	Batavia	New York
20	Inverness	Peter	Shanghai	Do.
20	Sooloo	Howie	Do.	Do.
20	Lochleven Castle	McKenzie	Singapore	Liverpool
21	Siedrecht	Willems	Java	Greenock
21	Commissary	Hunter	Hong Kong	New York
22	Olive	Davis	Singapore	Boston
22	Guiseppina N.	Nosardi	Do.	London
22	Wilhelmina & Clara	v. Herwerden	Java	Amsterdam
23	Chattanooga	Freeman	Hong Kong	New York
23	Orient	Orlander	Batavia	Do.
23	Tertia (s.)	Wragg	Maulmain	Antwerp
23	Harrington (s.)	West	Batavia	Rotterdam
23	Stefano	Milovich	Manila	London
23	Geo. H. Warren	Ellis	Sourabaya	Boston
23	Windhover	Findlay	Manila	London

DEPARTURES.

Date.	Ship.	Captain.	For.	From.
May 18	Excelsior	Edlund	Hong Kong	Hamburg
20	Excelsior	Irving	Singapore	London
20	Ida	Cherpton	Java	Rotterdam
20	Irene	Hansen	Hong Kong	Hamburg
19	Adler	Togel	Singapore	Do.
21	Solent	Meldrum	Hong Kong	London
21	Kentworth	Mitchinson	Anjer	Sunderland
22	Argyll (s.)	Scott	Shanghai	London
22	Jobanna Margaretha	Ruhaak	Batavia	Rotterdam
22	Priam (s.)	Scale	Shanghai	Liverpool
22	Akbar	Clark	Batavia	Do.
22	Guinevere	Anthony	Shanghai	London
22	Maggie Dixon	—	Colombo	Newport

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Paraguay, Flintshire. For Singapore, Hong Kong, and Shanghai: Glenroy.

SAILING VESSELS.—For Yokohama and Hiogo: Cathaya, Flying Spur, Albuera, Western Chief. For Shanghai: Mikado. For Hong Kong: Chusan, Coldstream, J. C. Munro, Birker. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Robert Porter. For Singapore: Belle of Southesk. For Penang: Salus. For Colombo: Annie, Eleanor.

At LIVERPOOL.—For Hong Kong, and Yokohama: Gaelic (str.). For Penang, Singapore, Hong Kong, and Shanghai: Menelaus (str.), Ulysses (str.), Hector (str.). For Hong Kong: Carolus Magnus. For Manila: Buenaventura (str.). For Batavia: Martha P. Tucker. For Anjer: Rona, Horatio Sprague.

At GREENOCK.—For Batavia: Karang (str.).

At CARDIFF.—For Hong Kong: Ringdove (str.). For Batavia: Kurrachee. For Singapore: Sumatra. For Galle: Sharperton.

At NEWCASTLE.—For Batavia: Aria and Betsey.

SPOKEN.

ELIZA, Portsmouth to Sourabaya, March 23, 21.47 S., 29.51 W.

TYNEDALE, Newcastle to Singapore, April 8, 2.50 S., 25.46 W.

KASHGAR, London to Hiogo, April 13, 0.30 S., 26.45 W.

COUNTRESS OF MINTO, Colombo to London, April 21, 29 S., 10 E.

BAYSWATER, Samarang to Falmouth, April 13, 2 N., 21 W.

GALLIE, Sourabaya to Amsterdam, May 3, 23 N., 43 W.

VERONA, Singapore to New York, May 9, 1 N., 29 W.

COLDINGHAM, from Penang to London, April 11, 3 S., 91 E.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 60s. weight, 50s. to 55s. meat. To Hiogo: 60s. weight, 60s. meat. To Nagasaki: 75s. weight, 70s. meat. To Shanghai: 55s. weight, 40s. meat. To Hankow: 60s. weight, 55s. meat. To Hong Kong: 55s. weight, 40s. meat. To Singapore: 50s. weight, 40s. meat. To Penang: 50s. weight, 40s. meat. To Colombo: 35s. weight or meat. To Batavia: 60s. meat. To Samarang: 65s. meat. To Sourabaya: 70s. meat.

Per SAILING VESSELS.—To Yokohama: 40s. weight, 30s. meat. To Hiogo: 40s. weight or meat. To Nagasaki: 50s. weight, 40s. meat. To Shanghai: 30s. weight, 25s. meat. To Hong Kong: 30s. weight, 25s. meat. To Singapore: 25s. weight, 20s. meat. To Penang: 25s. weight, 20s. meat. To Batavia, Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £38. To Shanghai: £35. To Hong Kong: £26. To Singapore: £25. To Penang: £25, f.c. To Galle: £23. To Batavia and Sourabaya: 23s.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Shanghai: 30s. To Hong Kong: 23s. To Singapore: 23s. To Colombo: 24s. To Galle: 25s. To Batavia and Sourabaya: 23s.

From Birkenhead, per ton.—To Hong Kong: 25s. To Shanghai: 30s. To Singapore: 19s. To Batavia and Sourabaya: 20s. To Galle: 21s.

CASUALTIES.

The Sirius (str.), from Colombo, for London, arrived at Malta, May 24, with crank shaft broken.

MISCELLANEOUS.

The Mandalay, steamer, which put into Lisbon some days ago, having been on fire, has arrived at Glasgow. She was on a passage from Rangoon to the Clyde with 20,801 bags rice, 1,000 cases cutch, 1,000 bundles rattans, and 1,894 blocks of teakwood. The damage done to the cargo is considerable, but not so great as was expected; 2,400 bags of rice have been completely destroyed.

The Prins Hendrik (str.), from Nieuwe Diep, for Batavia, passed Cape St. Vincent on the 21st inst.

Arrived at MALTA.—May 22, Torrington (str.), from Batavia, and left on the following day for Rotterdam.

The Lorne, from Rangoon for London, arrived at Port Said May 25.

The Erl King, from London, for China and Japan, and the Emiliano, from Manila for Liverpool, arrived at Suez on the 25th inst.

The Chinaman, M'Kenzie, arrived at New York, May 10, from Hong Kong, encountered a heavy S.W. gale, lasting twenty-four hours, in lat. 30 N., long 72 W.

LAUNCHES, &c.

The Pacific Mail Company's screw-steamer City of San Francisco was launched at Chester, United States, on the 6th instant, from the yard of Messrs. John Roach and Sons, who have two other steamers nearly completed for the same company.

The superintendent of the Mercantile Marine Office at North Shields has received from the Board of Trade an album containing a number of photographs belonging to Captain Reed, of South Shields, of the ship Maitland, which vessel was wrecked, and there is too much reason now to fear the whole of the crew have perished. This album, which the superintendent is directed to hand to Mr. Kelsa, as one of the executors of the late Captain Reed, was found on board the wreck of the Maitland by the captain of a French vessel on the island of Huon. The superintendent of the Mercantile Marine Office has also received the original letter written by Mr. Reed and deposited in a bottle on the island of Huon, where it was subsequently found.

DANGEROUS REEF AND SANDBANK.—SINGAPORE, APRIL 22.—Captain Griffin, of the British ship Nil Desperandum, reports a dangerous reef and sandbank in the Banda Sea, not indicated on the charts. This bank lies in lat. 6.37 S., long. 130.5 E., the Peak of Nila bearing S.W. by W. ¼ W., Servea N.E. by N., both these islands being on the chart fifteen miles W. of their true position, supposing Banda Harbour in 130 E.

GWYNNE and Co., Hydraulic and Mechanical Engineers, ESSEX STREET WORKS, STRAND, LONDON, W.C.

Fig. 39.

GWYNNE & CO.'S PATENT PUMPING MACHINERY, AS APPLIED TO EMPTYING DOCKS.
The whole arrangement very compact and self-contained. References to many applications combining unparalleled efficiency with moderate first cost will be given.

Fig. 48.

GWYNNE & CO.'S IMPROVED PATENT CENTRIFUGAL PUMP.
Fixed in a deep well, mine, or coal-pit, and driven by a portable or fixed engine fixed on the surface of the ground. Can be had of all sizes, and capable of raising any quantity of water.

Fig. 100.

GWYNNE & CO.'S IMPROVED DOUBLE BARREL PUMP.
For Hand-power, valves or packing, and adapted for ordinary wells of any depth, of most careful construction, and on the most approved system.

Fig. 86.

GWYNNE & CO.'S IMPROVED CHAIN PUMP, WORKED DIRECT BY STEAM ENGINE.
These Pumps work without mud, or grit without choking, and require only very inexpensive repairs.

Fig. 146.

GWYNNE & CO.'S IMPROVED HORIZONTAL HIGH-PRESSURE STEAM ENGINE.
With or without Expansion Gear, for economical working. From 4 to 100-horse power.

Fig. 154.

GWYNNE & CO. IMPROVED CORNISH BOILERS WITH DOUBLE FLUES.
These boilers are simple and compact. They are proved by hydraulic power to double the working pressure, are got up with the greatest care, and none but first class materials are used in their construction. Estimates given for any size or shape of boiler.

Fig. 142.

GWYNNE & CO.'S IMPROVED PORTABLE STEAM ENGINE.
Light, simple in construction, durable, and economical, and very superior to "Agricultural" Engines. From 2½ to 30-horse power.

Fig. 192.

GWYNNE & CO.'S IMPROVED MACHINERY FOR PRESSING OIL FROM SEED, OLIVES, FAT, &c., &c.
The above shows an arrangement for a seed-oil mill, and comprises, besides the requisite motion power, a crushing mill, pair of runners, heating apparatus, hydraulic press, and pumps. A Centrifugal Pump is added to lift water for any purpose required.

Fig. 193.

GWYNNE & CO.'S IMPROVED HYDRAULIC LIFTS.
Worked by the supply from a tank at the top of the building, or from main pipe of any water company's supply. Well adapted for lowering wine, or other produce into or up from cellars, or may be modified for lowering bankers' and jewellers' safes into the strong rooms. The waste water runs into the sewer. Prices on application.

Fig. 121.

GWYNNE & CO.'S BORING TOOLS.
Of greatly improved construction. The figure represents those most frequently used, but the form and number vary much with the nature of the soil, and size of the bore hole. G. & Co. can confidently recommend these as the best in the market.

Fig. 21.

GWYNNE & CO.'S PATENT PORTABLE PUMPING ENGINE AND FLOATING IRRIGATOR.
In which the Pumps are furnished with hose for distributing the water over the adjoining plantations. Made in all sizes.

Fig. 105.

GWYNNE & CO.'S IMPROVED TREBLE BARREL LIFT AND FORCE PUMP.
These are made with gun metal barrels, copper pistons, rods, and brass valves. The workmanship and materials throughout are of the very best class, and comparison with those of other makers is challenged. Gwynne & Co. make single and double-barrelled pumps upon the same principles.

Fig. 207.

GWYNNE & CO.'S IMPROVED DREDGING MACHINERY.
The boat can be constructed so as to draw only 18 inches of water, if required. The machinery is extremely simple, yet thoroughly effective. The workmanship and materials are of the first class, and the amount of work it will do, compared with the cost, most favourable.

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Edinburgh ... 3 and 5, George-street.
Dublin ... 66, Upper Sackville-street.

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Incorporated by Royal Charter, August 30, 1861.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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Office hours, Ten to Three; Saturdays, Ten to Two.
Threadneedle-street London, 1875.

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Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

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MANAGER—Theod. Dromel.

SUB-MANAGER—H. DUVAL.

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